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Vol. CCVI, No. 2691
SEPTEMBER 8, 1951

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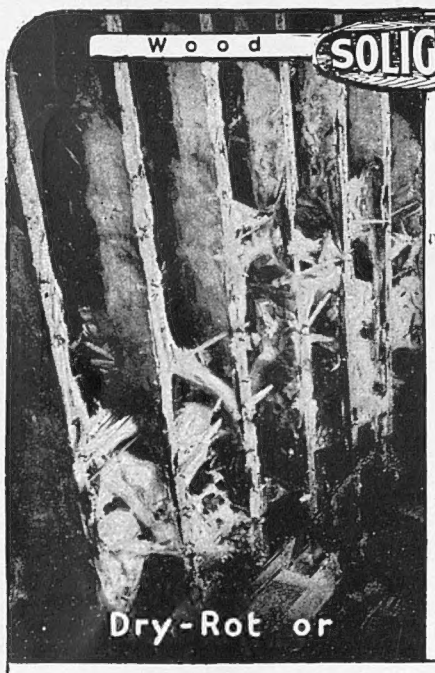

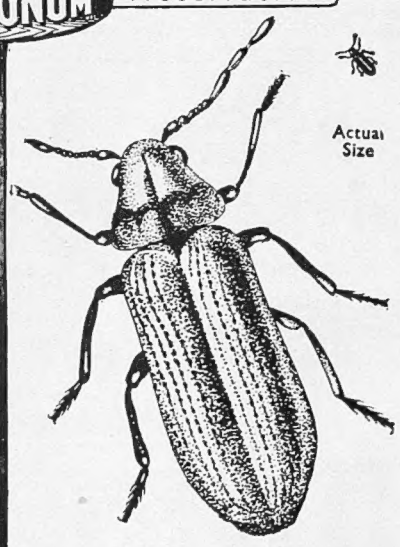

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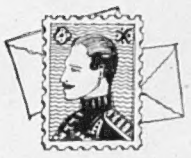

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EXTRA

Volume CCVI No. 2691 The SPHERE, London, September 8, 1951

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

AFTER THE SABRE, THE CUTLASS—THE F 70, THE SWEPT-WING, TAILLESS MONOPLANE FIGHTER, WHICH IS IN PRODUCTION FOR THE U.S. NAVY BY THE CHANCE VOUGHT AIRCRAFT DIVISION OF THE UNITED AIRCRAFT CORPORATION, SEEN BEING CATAPULTED FROM THE DECK OF THE GIANT AMERICAN CARRIER "MIDWAY": This new naval jet fighter, known as the Cutlass, is now carrying out its initial sea exercises. The prototype first flew in 1948 at the Paxtuent Naval Air Station.

Sabres, Corsairs and Pirates, names redolent of the bad old buccaneering days of Henry Morgan and Captain Kidd, seem to be providing the latest names in American military aircraft, and one of the newest additions is the Chance Vought Cutlass, which is now in full production for the U.S. Navy. The Cutlass has two Westinghouse J 46 engines of 6,000-lb. static thrust and drop tanks to increase performance and range. At the moment few details are available. The wing of symmetrical section carries vertical fins at approximately the mid semi-span of each wing. After the war Chance Vought were selected by the U.S. Navy to occupy the Naval Industrial Reserve Plant at Dallas, Texas, and the move began in 1948. It is there that they have now transferred their machinery and equipment and are now building their day and night fighters, which are adding so considerably to the striking power of the United States Navy.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

INGRAM HOUSE, 195-198, STRAND, W.C.2

The Co-optimists.—Being "on holiday" myself, I feel in generous mood and suggest that perhaps some Opposition orators were rather hard on Mr. Morrison when they trounced him for being on holiday in this hour of mortal danger, when the Chancelleries of Europe and Asia should be in continuous converse with him. Poor man, he might find some counter-arguments: This country has been in mortal danger non-stop since 1911 or so. Even supermen must sometimes relax. Mr. Churchill, for instance, quite often takes a holiday; and the Opposition has for some time been advising the Foreign Secretary to take a *prolonged* holiday, and is doing all it can to provide it for him. Again, perhaps Mr. Morrison is in the position of the general who went off fishing just before zero hour. He had made his dispositions, and now it rested with his lieutenants, his corps commanders. And we have often felt that our departments of State do better work when their political chiefs *are* absent. When Parliament is up, the permanent secretaries have time for something beside drafting answers to silly questions from Sir Percy Pompous, M.P. Finally, Mr. Morrison was perhaps taking *my* sort of holiday, a busman's holiday. Perhaps, here or there, in troubled Europe, and in grey flannel trousers, this optimist was pouring oil (not from Abadan) on troubled waters. That is what I am doing before going out shooting.

Anglo-Egyptian Treaty.—Nahas Pasha's patience is exhausted. Egypt, he said, has decided, and very soon, to abrogate the Anglo-Egyptian Treaty. Admittedly, the world is standing on a powder keg, but Egypt would only co-operate with those who respected her sovereignty and independence. If being independent means the right to tear up treaties at will, there is logic in Nahas' view. But, as in our dealings with Persia, so in those with Egypt, we speak a different language and have a different idea of the meaning of words. It takes two to make a solemn treaty and (we say) it takes two to abrogate it. If Egypt liquidates the treaty, our troops will neither leave the Canal zone instanter nor shall we hand over the Sudan. So much our Government promise. We have already offered a progressive withdrawal of our troops as and when the Egyptians can satisfy us that national troops, adequately trained, can take their place. As in Persia, so in Egypt, the discontent with poverty and mismanagement of a clamant minority drives the Governments in power to extremes, and in each case realism is not in the picture. The Egyptians don't know what adequate defence means; the Persians do not try to learn what running the complicated oil organisation means. Each Government must find in Britain a scapegoat on which to lay the burden of responsibility for the social grievances of their peoples, which are surely not due to *British* corruption or incompetence. At any rate, our corruption stops short of tearing up solemn agreements.

Divorce Commission.—A dozen men and seven women have been chosen to inquire into the laws of marriage and divorce, and the powers of courts in matrimonial relations, including property questions, and into the "table of affinity." Victorians will say it is high time, too. Those familiar with American practice may feel that there is no great hurry yet in England. There are a number of lawyers, of course, on the Commission; it is very much a legal and canonical question and infinitely complicated; Church and State, real and personal property, England, Scotland and Wales, mothers and schoolmasters, all interests must be represented and heard. At the heart of it all lies, I suppose, the welfare of the children. A score of wizards cannot by representations and recommendations (even if accepted and implemented) make happy marriages. They may do something to make them healthier, and a little less disastrous to those who share involuntarily in the shipwreck—the children of the marriage and the innocent spouses. By making the financial sanctions a little more severe on the guilty party they may induce a little more restraint before an unhappy marriage is judged intolerable and is broken up, and it may be possible to provide more effectively for the abandoned spouse and progeny. I wonder what research into qualifications led to the selection of this score of wizards. I don't doubt their competence for the task, but how were they discovered?

BIRTHDAY CELEBRATIONS AT HISTORIC SCONE PALACE—VISCOUNT STORMONT, HEIR TO THE SEVENTH EARL OF MANSFIELD, CELEBRATES HIS COMING-OF-AGE AT THE FAMILY SEAT: From left to right are the Earl of Mansfield, Lady Mariota Cecilia Murray (born in 1945), the Countess of Mansfield, Lady Malvina Dorothea Murray (born in 1936), and Viscount Stormont (born on July 7, 1930). The birthday celebrations at Scone, the first big celebrations at the Perthshire castle for twenty years, opened with a party given to about 500 tenants and employees. This was followed two days later by a private ball. Scone Palace, begun by the Earl of Gowrie and rebuilt in the late nineteenth century, was the scene of the Coronation of Charles II. The Earl and Countess of Mansfield are in residence at the Palace for about a month; normally it is used by Craigmount school, an arrangement which has existed since early in the war.

Clan-jamfry.—My favourite columnist—whose margin of error is less than most of his kind—declared that the Heart of Midlothian will long be sore for the wash-out of the Pipers' March down Princes Street. But that disappointment was followed by another. At Murrayfield the clans did not march past their High Constable. They merely "converged" on her, side-slipped and infiltrated upon her. Why this unpleasing approach? My columnist says that it was a question of precedence—the chieftains could not agree on the ranking or order of the march. So it was on sad Drummossie Muir; that was why Culloden was lost and won in a few minutes. The clans are like the Bourbons—and those chieftains who refused to attend the rally must be feeling better to-day than those who refused to march when they got to Murrayfield. But clearly the clan spirit is very much alive and helps to cement the Commonwealth.

Talking of Columnists.—I am always delighted when I go north to resume acquaintance with Mrs. Gadabout of the *Bulletin*, that urbane and bright social columnist. Mrs. Gadabout has The Old Stager beat in the matter of personal pars and social snippets. No rival can be more intimate and yet discreet, more tactfully frank and informed than Mrs. G. Not seldom we see eye-to-eye. As, for example, Princess Anne. So far as the urbane Mrs. G. can trounce any offender, she mildly castigates those rival columnists who are "in haste to build up Princess Anne as a personality," listing her hobbies and her loves and hates, and so forth. Mrs. G. advances the daring but (as I hold) realistic view that at present Princess Anne is a normal child, sunny-tempered, of course, devoted to her brother, happy and affectionate towards her elders. At the moment her parents claim for her no more exceptional gifts than those listed. Mrs. Gadabout agrees, and so do I, that for a year or two she need not be "built up into a personality."

Princess Pocahontas and St. George's, Gravesend.—According to the Rector, *this* Princess (who lived into the reign of Queen Anne) does urgently need one more biography. The Americans know her as well as we know King Alfred; but, despite all that has been written of her, the English lag behind in acknowledging her fame. She was a pioneer. By saving the life of John Smith, she gave English-speaking settlers a foothold in Virginia. She was the first American Indian to become a Christian, the first American to be received at the British Court. She married an Englishman—first American to do so—and was the first American to be buried in English soil. Among her descendants (from her marriage with Rolfe) she numbers the founder of the Boy Scouts, B.-P., and Mrs. Woodrow Wilson and Admiral Byrd, the explorer. She may be said to be also the first Girl Guide, I suppose. Well, she was buried very young in St. George's Church, Gravesend, and that church, which commands the water-gateway of England, is designed to become the first English church entirely devoted to Christian unity. Here Gordon worshipped and from Gravesend Wesley and George Fox sailed for the New World. The church is in disrepair and needs money to restore it for its new purpose, a place in which all denominations, represented at the World Council, may hold their own forms of service. It is a large-hearted and a noble scheme, this Chapel of Unity, and many readers may be induced to help it forward by sending a donation for the "Pocahontas Chapel of Unity Fund" to the manager of Barclays Bank, Gravesend.

Eton for Longevity.—In an idle moment and in holiday spirit, I took up again the catalogue of the Eton leaving portraits, exhibited lately at the Tate. I was struck by the long lives of some of these golden lads, and I fell to the task of totting up the average age of all those listed, with the exception of two suicides, one accidental death and two or three whose dates are uncertain. That left me forty-one individuals, and I found that their average age reached the astonishingly high figure of sixty-four years. Now, the expectation of life in the eighteenth and early nineteenth centuries was, I believe, much nearer fifty than sixty. I have heard it put below fifty. Heavy drinking and constant bleeding, crazy medicine and reckless living made life precarious indeed, until the mid-Victorian era, at least. These golden boys had every opportunity to indulge the fashion for excess, and many of them took those opportunities. Sir Harry Fetherstonhaugh, one of them, is an instance which comes readily to mind. He lived on at Up Park until he was well over ninety, and he had several rivals in the race for longevity among the portraits. Living at Eton was pretty rough in those days, a school for toughness. Here, then, is a new interest attaching to these famous portraits, a document for the vital statisticians. Can Harrow equal it with a bunch of forty Harrovians taken in a block from the same period? I doubt it, but Harrow could certainly rival it in a picked group, in the period 1830 to 1870.

THE OLD STAGER

"WITH BEST WISHES"

THOSE in search of a gift for friends, either at home or overseas, will find that a year's subscription to THE SPHERE provides an ideal solution. Each week, the new copy will be a fresh reminder of the kind thought and good wishes of the friend at home. Orders for subscriptions for THE SPHERE to be sent overseas can now be taken. They should be addressed: The Subscription Department, THE SPHERE, Ingram House, 195-198, Strand, London, W.C.2, together with the name and address of the person to whom the copies are to be sent, and enclosing the subscription. Inland and Eire, £5 16s. 6d. Canada, £5 14s. Elsewhere abroad, £5 18s. 6d. (to include the Xmas Number).

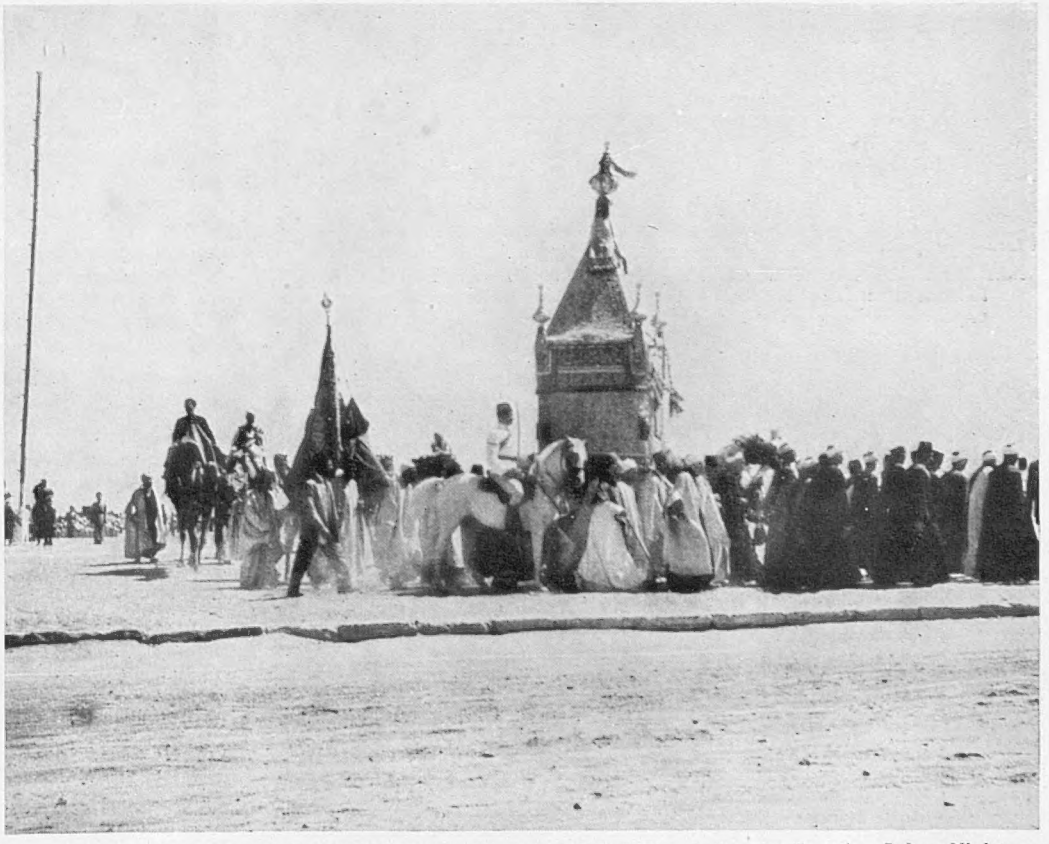
PILGRIMAGES
TO LINDISFARNE AND TO MECCA

Marking the 1,300th Anniversary of the Death of St. Aidan—A Parade in Cairo as the "Holy Carpet" Sets Out on its Journey

THE SERVICE OF COMMEMORATION AMID THE RUINS OF THE LINDISFARNE PRIORY: The pilgrims from the mainland gathered round the improvised altar as they paid tribute to St. Aidan. For the service a portable altar was placed longitudinally in the middle of the nave, and loudspeakers assisted the pilgrims in hearing the words of the celebrant. The Bishop of Newcastle, Dr. Noel B. Hudson, spoke on Aidan's work—"the kindling of a light through all Northumbria and, indeed, throughout our country, which still remains in the life of the same historic Church." The Roman Catholic community also held 1,300th anniversary celebrations in honour of St. Aidan, fifteen archbishops and bishops, from various parts of England, Scotland and Wales congregating at Ushaw College, Durham. Cardinal Griffin, Archbishop of Westminster, who was making his first public appearance since he was taken ill, attended the open-air celebration of Mass.

SOME OF THE 2,000 PILGRIMS WHO WALKED ACROSS THE SANDS AT LOW TIDE TO THE ISLAND OF LINDISFARNE OFF THE NORTHUMBRIAN COAST: This party consisted of students from King's College, London, who came to pay tribute to St. Aidan who established a monastic order on Lindisfarne in A.D. 635, carrying on the great work begun at Iona.

PILGRIMS UPON THE SACRED ISLE, WHERE THE FOUNDATIONS OF CHRISTIANITY WERE LAID IN NORTHERN ENGLAND: On the left, holding a banner, is fourteen-year-old Mark Hildred of St. Aidan's Church, Newcastle, who travelled with one of the many parties of pilgrims. The 1,300th anniversary pilgrimage was organised by the Diocese of Newcastle.

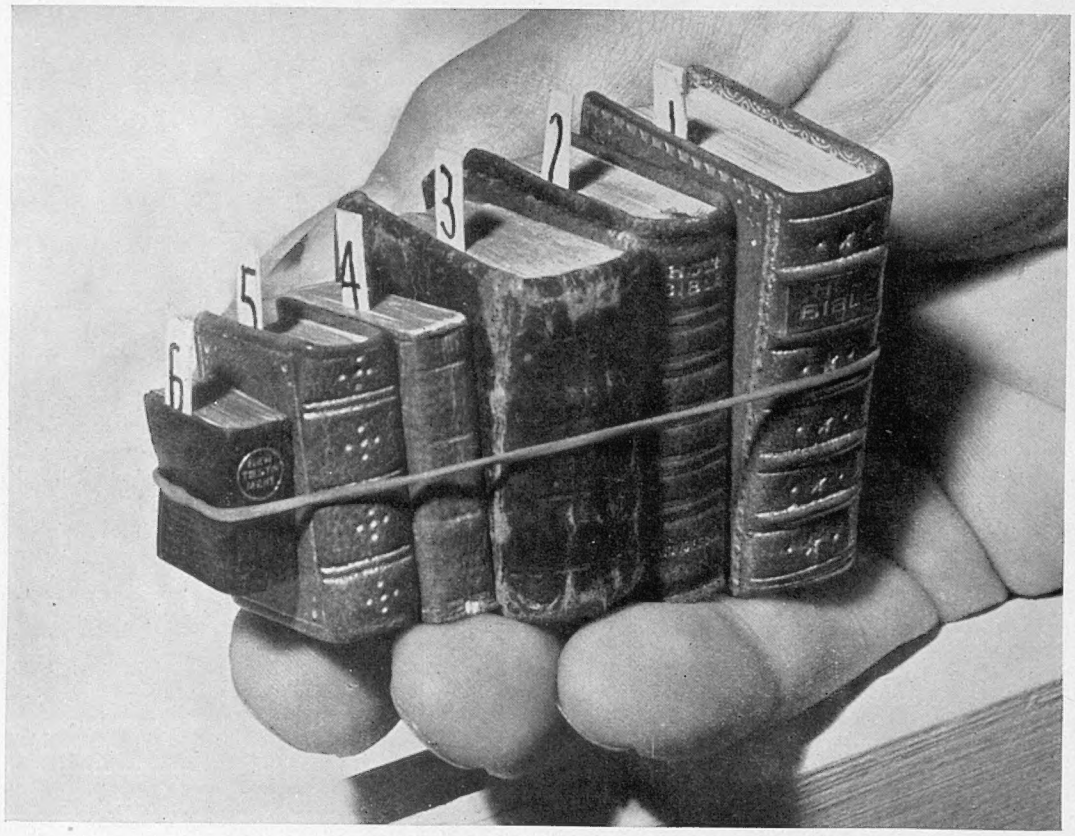


THE MAHMAL AND THE KISWA LEAVE FOR MECCA—THE START OF THE ANNUAL JOURNEY FROM CAIRO TO THE HOLY CITY: ***Left*****—The Egyptian Prime Minister, Nahas Pasha, handing the reins of the leading camel to Ahmed Hamza Pasha, the Egyptian Minister who leads the official pilgrimage this year.** ***Right*****—The procession of the "Holy Carpet" and of the sacred howdah setting out. The carpet will be placed on the Kaaba, which stands in the centre of the great mosque.**

The journey to Mecca of the "Holy Carpet" (the Kiswa) and the sacred howdah and symbol of royalty (the Mahmal) is traditionally an annual ceremony, and although it lapsed for some time in King Fuad's reign, it was revived again in 1937 by his successor, King Farouk. The departure of the Mahmal and the Kiswa is always a big event in Cairo, and recently many thousands of Cairenes gathered to watch the ceremonial leave-taking by the Prince of the Pilgrimage, who this year is Hamza Pasha, King Farouk's Minister of Supply. King Farouk's representative at the leave-taking was the Prime Minister, Nahas Pasha, the King being still away on the Riviera on his extended honeymoon. After the Mahmal and the Kiswa had been carried seven times round the parade ground the lead rope of the Mahmal's camel was handed to the Prince of the Pilgrimage, and so the long journey began. When the pilgrims reach Mecca the "Holy Carpet" will be draped round the Kaaba or sacred black stone. At important points en route the cavalcade will be met by devout Muslims.

THE BIBLE ON SHOW

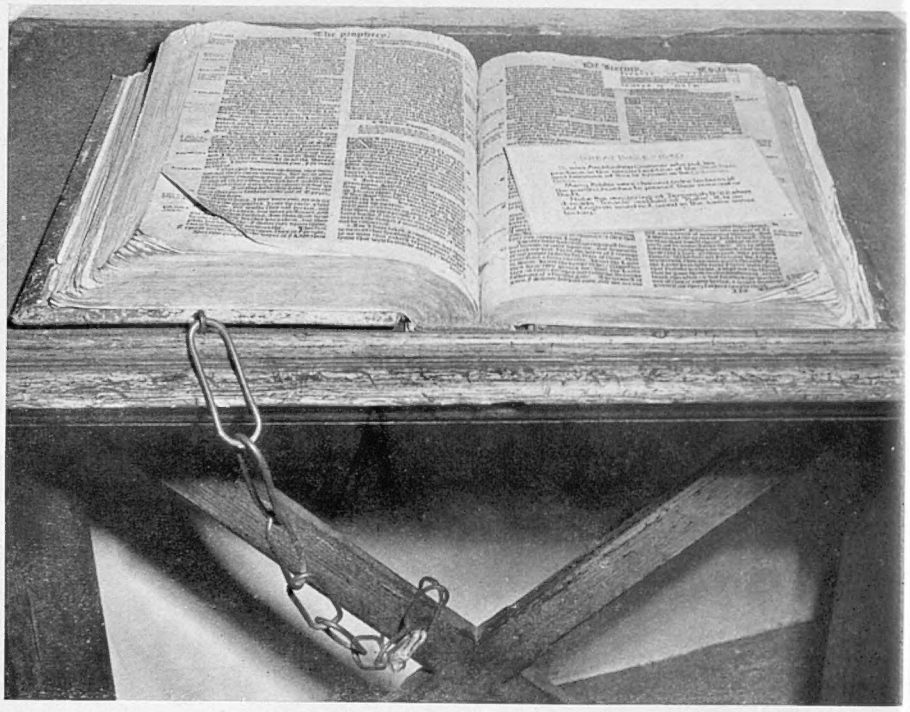
A Fascinating Exhibition at Central Hall, Westminster, Organised by the World's Evangelical Alliance



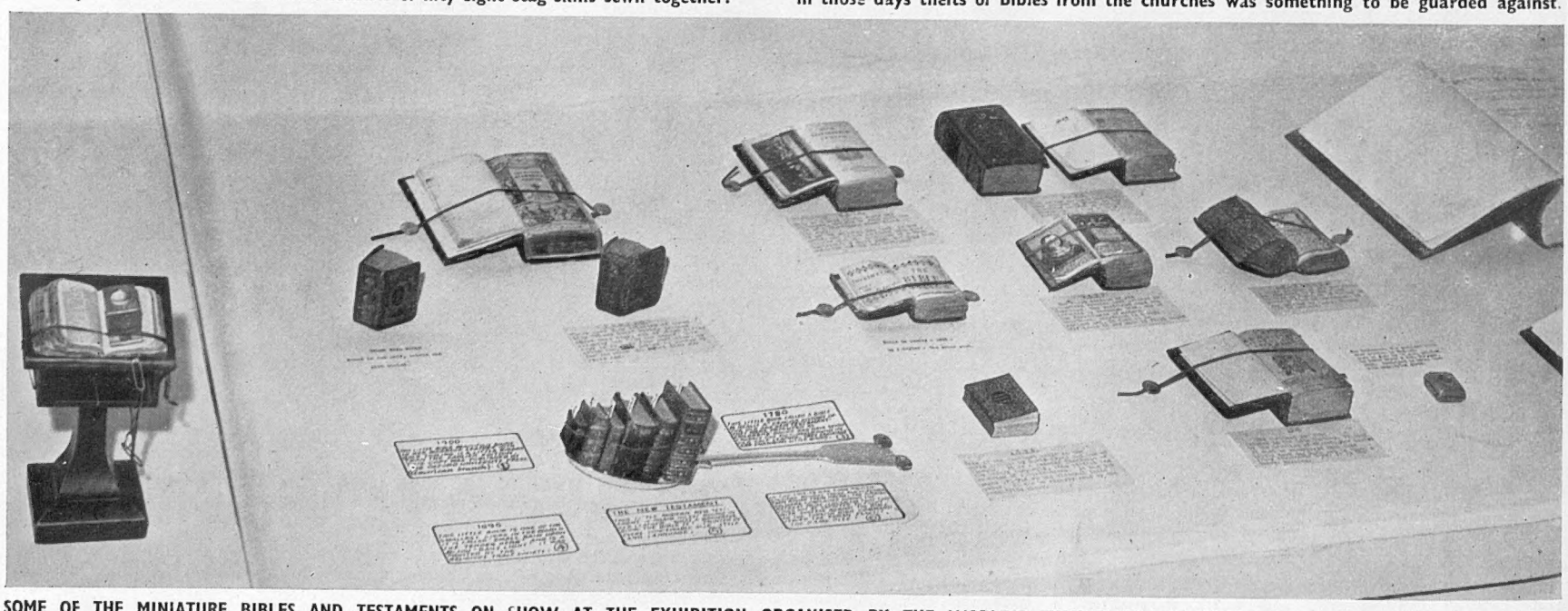
A HANDFUL OF BIBLES AT THE WORLD'S EVANGELICAL ALLIANCE'S EXHIBITION: These tiny copies of the Bible and the New Testament, magnificent examples of the printers' and bookbinders' art, are among the many valuable exhibits on show at Central Hall, Westminster. A message from the Queen was read at the opening ceremony of the Exhibition. After congratulating the World's Evangelical Alliance on maintaining the vision and enterprise which had been one of its characteristics for over a century, her Majesty the Queen's message continued: "That cherished inheritance which we call the British way of life has its source and inspiration in the great ideals of Christianity."

THE WORK OF THE WATER POET: This is a thumb Bible in rhyme by J. Taylor, the water poet, who lived in the seventeenth century. Taylor was a Thames boatman who ferried passengers across the river. When he found business slack he spent his time writing odes to the famous men of his day. One of his greatest achievements was this miniature Bible in rhyme, printed in 1693

CHURCHMEN EXAMINE ONE OF THE FAMOUS BIBLES AT THE CENTRAL HALL EXHIBITION: This is the Torah Bible, hand-written 400 years ago in unpointed Hebrew. The Torah consists of fifty-eight stag skins sewn together.



ARCHBISHOP CRANMER'S GREAT BIBLE OF 1540: This is the second edition of the Great Bible, printed by Grafton and Whitchurch, London, with a preface by Archbishop Cranmer, after whom it came to be called. The Bible is chained to its desk, for in those days thefts of Bibles from the churches was something to be guarded against.

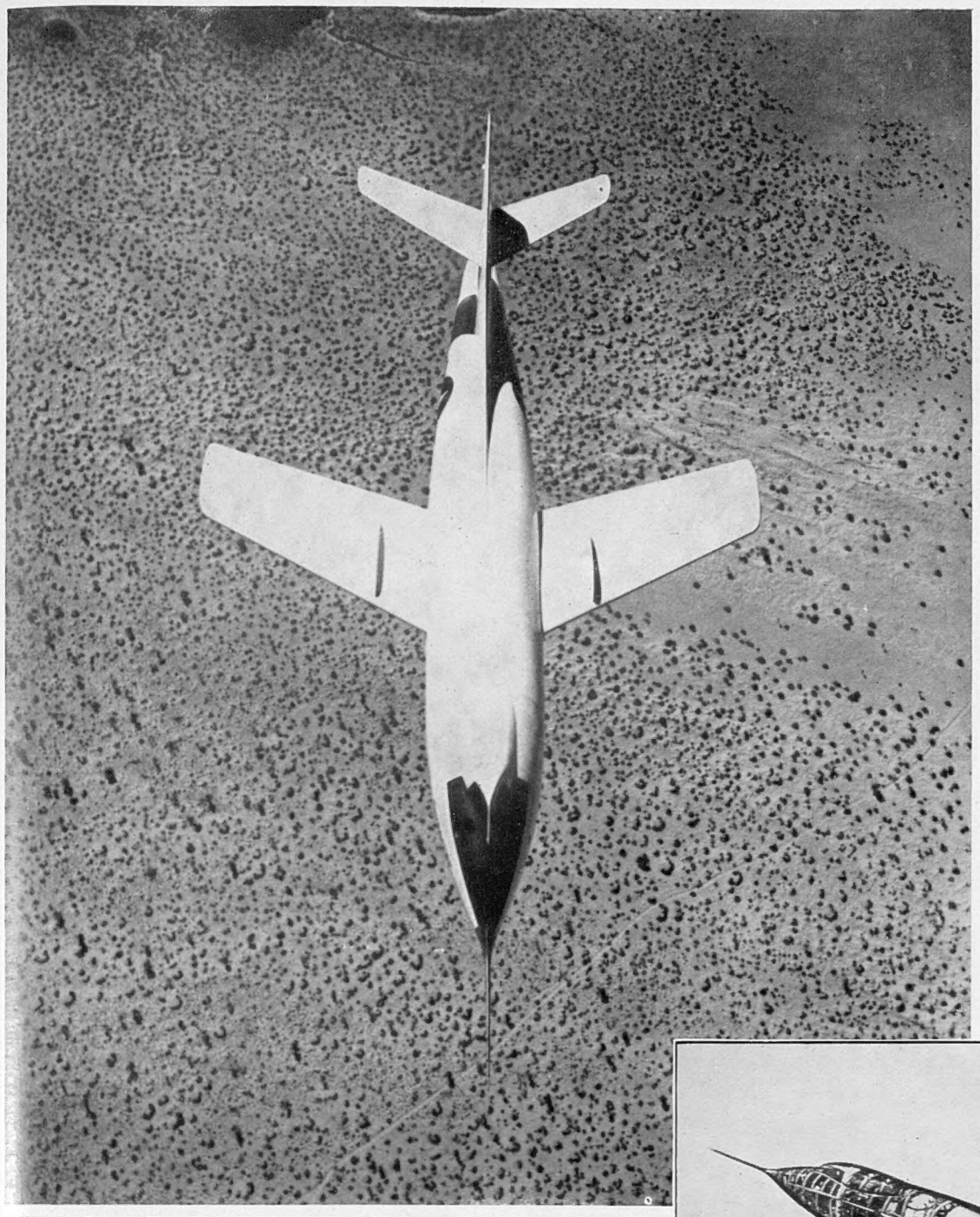


SOME OF THE MINIATURE BIBLES AND TESTAMENTS ON SHOW AT THE EXHIBITION ORGANISED BY THE WORLD'S EVANGELICAL ALLIANCE: One group of the little books, most of which were produced to interest children, is contained in a spoon. Extreme left is a tiny Bible complete with lectern made to the same scale. The group also includes the smallest Bible in the world (right centre, foreground). It was printed in 1896 by David Bryce, and contains twenty-eight illustrations.

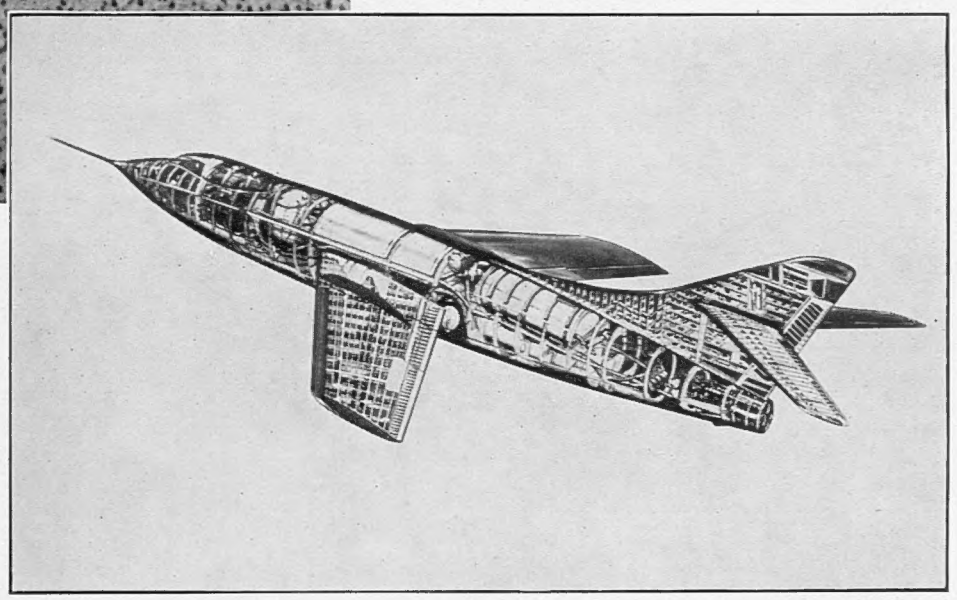
RECORD-BREAKING IN THE SKIES

The Douglas Skyrocket Surpasses all Altitude Records, and the Canberra Streaks Across the Atlantic at a Speed of 480 m.p.h.

THE MAN WHO HAS FLOWN HIGHER THAN ANY HUMAN BEING IN HISTORY : Mr. William Bridgeman in the cockpit of the Douglas Skyrocket in which, flying from Edward Air Force base in the Mojave Desert of Southern California, he reached an altitude of over 13.7 miles, thus surpassing in height the balloon ascent made by Anderson and Stevens in 1935



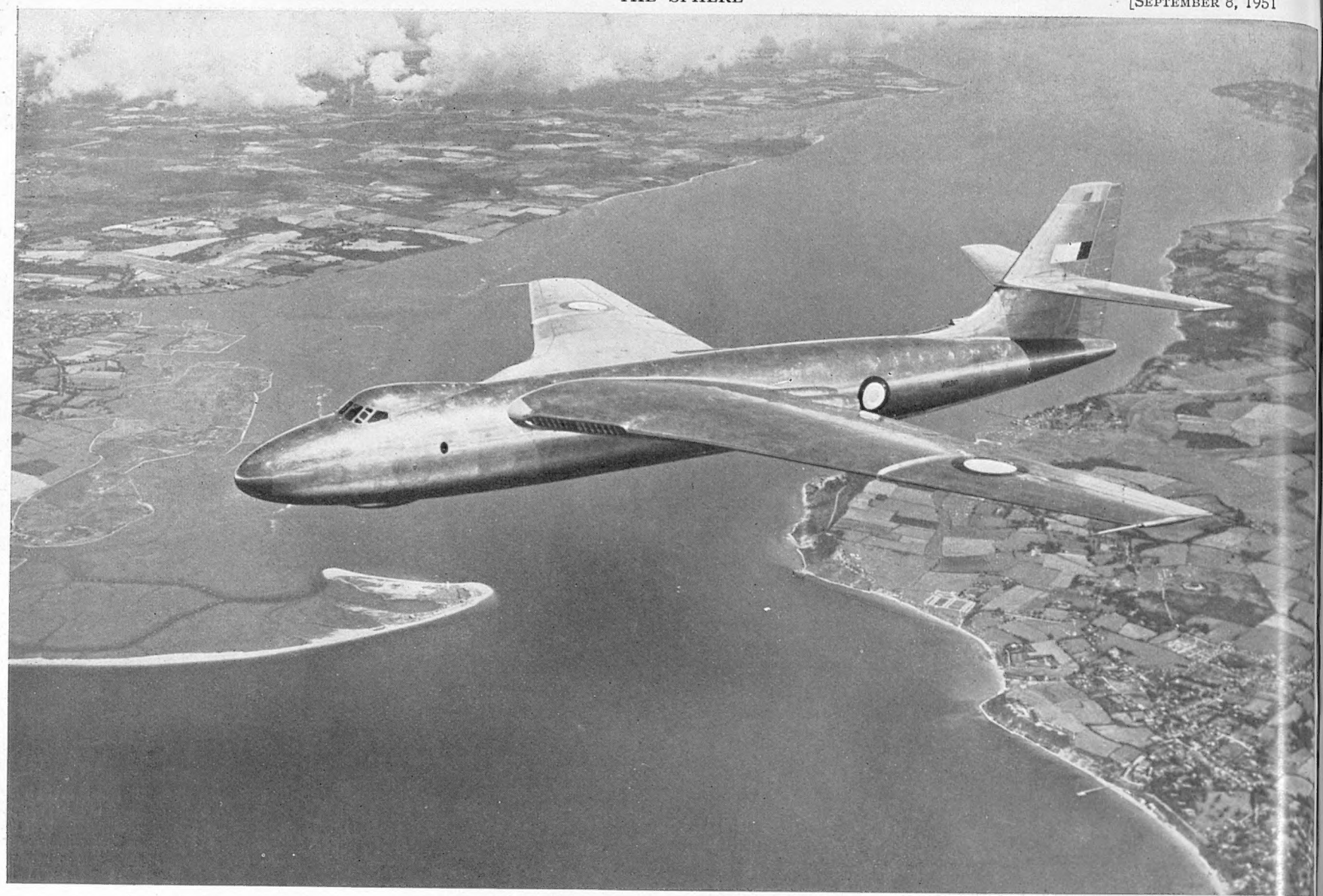
THE NEEDLE-NOSED ROCKET-POWERED DOUGLAS SKYROCKET WHICH HAS BROKEN THE WORLD'S ALTITUDE RECORD : The Skyrocket was dropped from the belly of a B 29 bomber at an altitude of 35,000 ft. with an initial momentum of 250 m.p.h. Accelerating 70 m.p.h. each second the Skyrocket attained a speed of about 1,000 m.p.h. as Mr. Bridgeman put it into a steep climb and passed the existing altitude record before its rocket power was spent. The plane, which exhausts its 3 tons of fuel in three minutes, was glided down to a landing after its record-breaking run. The acceleration of this flight was so intense that after his effort the pilot had to undergo an operation for displaced blood vessels. He wore a pressurised suit in a pressurised and heated cabin built to withstand outside temperatures of 67 deg. below zero and an atmosphere so thin as to make blood boil if the body is exposed. Mr. Bridgeman is the holder of two Distinguished Flying Crosses and three Air Medals. During the war he was a bomber pilot.



***On right*—THE PLANE THAT BROKE THE ALTITUDE RECORD : The Douglas Skyrocket shown in sectional detail. It is one of three planes of the Skyrocket type, all of which have been turned over to the National Advisory Committee for Aeronautics for a new phase of research.**

AN ATLANTIC RECORD—THE ENGLISH ELECTRIC CANBERRA JET BOMBER LEAVING THE R.A.F. STATION AT ALDERGROVE, NORTHERN IRELAND, EN ROUTE TO GANDER LAKE, NEWFOUNDLAND : The Canberra made the crossing in 4 hrs. 19 mins., covering a great circle course of 2,073 statute miles at an average speed of 480 m.p.h. The Canberra improved by about 18 minutes on an unofficial record for the same journey set up by a similar Canberra last February.

America has decided to build the Canberra, Britain's high-speed jet bomber, for use as a night intruder, and since last February the Glenn L. Martin Company, of Baltimore, have had an opportunity of studying this magnificent aircraft in detail. The first of the Canberras, in flying to America, broke the east to west record with ease, and now another Canberra, also on a delivery flight to Baltimore, has beaten the new record by 18 minutes. The record was made by an English Electric crew with Wing-Commander R. P. Beamont, aged thirty-one, the firm's chief test pilot, at the controls. The navigator was Mr. D. A. Watson, aged thirty-six, who served with R.A.F. Bomber Command during the war, and the wireless operator was Mr. R. H. T. Rylands, aged twenty-nine who was formerly in the Fleet Air Arm. Only the pilot had previously crossed the Atlantic. Wing-Commander Beamont was a Battle of Britain pilot and later led a fighter wing during the campaign in Europe. He is credited with the destruction of ten enemy aircraft and thirty-two flying-bombs.



BEAUTY ON THE WING—THE FIRST BRITISH FOUR-JET BOMBER, THE VICKERS VALIANT, WHICH WILL MAKE ITS FIRST PUBLIC APPEARANCE NEXT WEEK AT THE ANNUAL FLYING DISPLAY AT FARNBOROUGH ORGANISED BY THE SOCIETY OF BRITISH AIRCRAFT CONSTRUCTORS : No aeroplane having the potential striking power of the Valiant has been designed with such an elegance of line as this new machine, which is being built for the Royal Air Force by Vickers-Armstrongs Ltd. No details have been released of the performance of this new bomber, but the Secretary of State for Air has assured the nation that it will be superior to the twin-jet English Electric Canberra (a type pre-eminent in its own class) in range, speed, altitude and load-carrying capacity. In fact, it is faster than any other bomber in production in Britain. This new picture of the Valiant in flight shows interesting features of the wing design. Contrary to usual bomber practice, the main-plane is mounted high on the fuselage—a change decided upon in the light of research by Vickers-Armstrongs at their Weybridge works. Both main- and tail-planes have a pronounced sweep back, and the tail-plane is mounted high on the fin. The four Rolls-Royce Avon turbo-jet engines are completely housed within the wings, each pair of engines sharing a common intake near the wing roots.

AIRCRAFT OF WAR AND PEACE

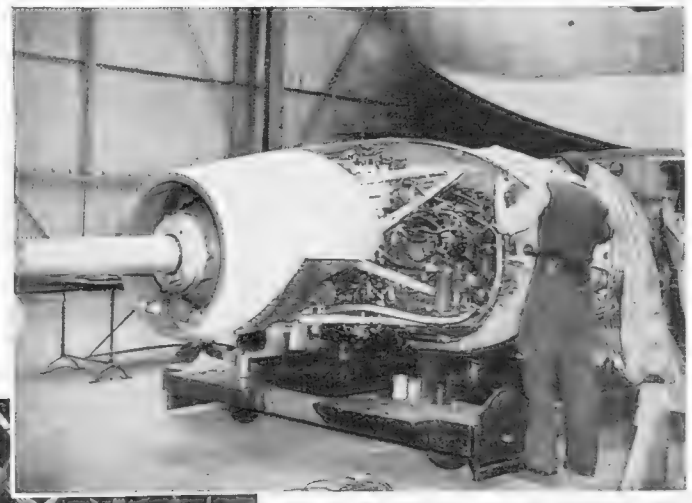
New Jets and Turbojets in Action and Under Construction : The Knights of Malta Have Their Own Airfleet

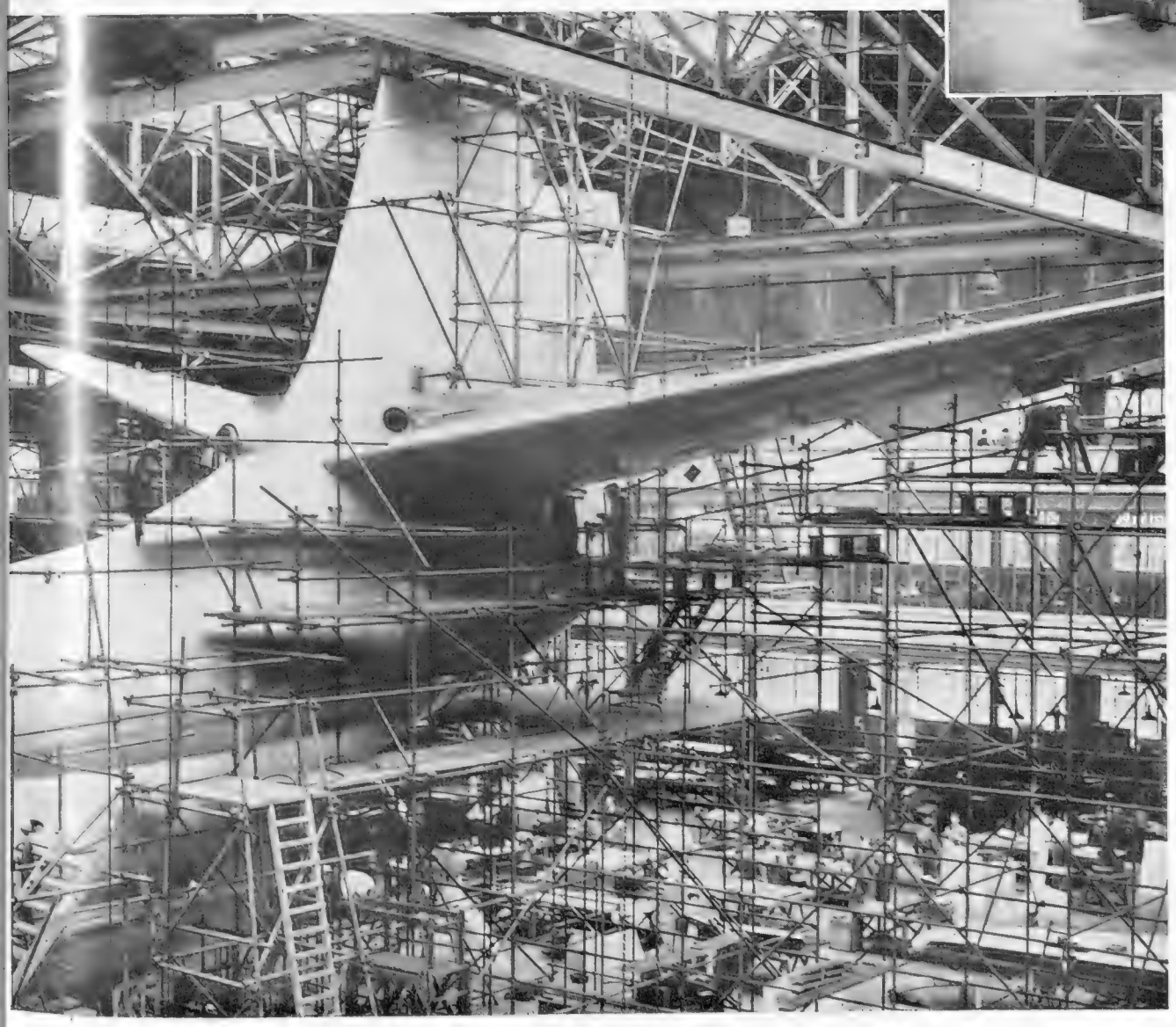
On left—

JOINING THE AIR FLEET OF THE MALTESE CROSS : An Italian SM 82 of wartime days flying over the Victor Emmanuel Monument in Rome. The plane bears the mark of its new ownership. About eighty planes of Italy's Treaty-limited air force have been turned over to the Sovereign and Military Order of Malta. The aircraft are World War II bombers used by the Italian Air Force for raids over Malta, Gibraltar and Suez. The Knights of Malta plan to use them as hospital planes and some have already been fitted with stretcher-carriers and medical equipment. The first four of these have been flown from Rome to Dublin to carry crippled or sick Irish Catholic pilgrims to Lourdes. The aircraft, based on Italian military airfields and scattered all over the country, are flown by Italian Air Force pilots who, while on a mission with the Order of Malta's air fleet, wear the white Maltese cross on a red shield on the collar of their overalls.

FIVE AMERICAN THUNDERJETS ARE HANDED OVER TO THE DANISH AIR FORCE : This was the scene on the airfield at Copenhagen as the aircraft were lined up for the official ceremony, which was attended by General of the Army Eisenhower, the Supreme Commander of the Western European Defence forces.

On left—
AMERICA'S FIRST TWIN-JET FIGHTER TO GO INTO ACTION ON THE KOREAN FRONT : The U.S. Navy's F 2 H Banshee, which flew from the deck of the U.S. carrier *Essex* to make a strike against enemy installations. The Banshee is a product of the McDonnel Aircraft Corporation, and is said to be in the 600-m.p.h. class. It has an active service range of 2,000 miles or more.





ONE OF THE BRISTOL PROTEUS POWER UNITS FOR THE PRINCESS FLYING-BOATS NOW UNDER CONSTRUCTION AT THE MEDINA WORKS AT EAST COWES : A mechanic at work on an engine prior to its installation in one of the great flying-boats, the largest aircraft ever built in this country. *On left*—Scaffolding surrounding the tail-plane of one of the Princesses. The method of construction is very similar to that of a ship within scaffolding.

Lord Brabazon of Tara, who headed the committee which advanced the project of the mighty Brabazon air-liner, an aircraft which has now been abandoned as a commercial proposition, is also a protagonist of those great marine aircraft, the Princess flying-boats, which are now nearing completion at the Medina Works, East Cowes. In an introduction to a recently-published book on flying-boats, *Wings of To-morrow*, Lord Brabazon indeed gave praise to the Ministry of Supply for having the imagination and faith in flying-boats to have ordered the Princesses. Since the publication of that volume, however, the future of the Princesses has been under review and these 140-ton flying-boats will not now be used to fly above the weather on non-stop commercial flights between Britain and the Americas. Instead they will go to the R.A.F.

The first of the three giant flying-boats should take the air during 1951. The cruising speed will be 380 m.p.h., and the clippers will fly at an average height of 40,000 ft. The first of the Princesses are being equipped with ten Bristol Proteus engines of 3,500 h.p. each, so that 1 h.p. will be available for each 9 lb. of weight, promising a sustained high speed. In the Princess class the hull is claimed to be the largest metal structure ever built for an aircraft, and the Saro technicians have calculated that its cubic capacity is equal to three-and-a-half Constellations. Two-and-a-half miles of longitudinal members, 1,469 sq. yds. of metal plating, and 3,000,000 rivets have gone into the making of each hull. It is estimated that the cost of the three flying-boats, including all development and research work, will be about £7,000,000.

ENVOYS EXTRAORDINARY and the U.S. POLITICAL SCENE

Mr. Vladimir Prochazka and Mr. Andrei Gromyko are Made Keenly Aware of Popular Feeling

HE MADE HIMSELF INTO A ONE-MAN RECEPTION COMMITTEE FOR THE NEW CZECH AMBASSADOR TO THE UNITED STATES : Mr. Frank L. Chelf, Democratic Congressman from Kentucky, announcing to the Press the contents of his letter to the new envoy, Mr. Vladimir Prochazka, whom he describes as "as welcome in the United States as a swarm of red ants at a family picnic and as popular as a wet, flea-bitten dog turned loose at a house-warming." In his letter Mr. Chelf protested vigorously at the imprisonment of William Oatis, the American journalist who has been sentenced to ten years by the Czechs.

MR. VLADIMIR PROCHAZKA LEAVING THE WHITE HOUSE AFTER PRESENTING HIS CREDENTIALS TO PRESIDENT TRUMAN : By all accounts the interview with the President was brief and far from cordial, as also was the envoy's interview with Secretary of State Dean Acheson on the day following. At the State Department Pressmen crowded round the Ambassador, who looked white and shaken, asking him why the Czech Government is keeping their colleague, William Oatis, in gaol. Mr. Prochazka gave no satisfaction.

Not since Edmond Charles Genet, the French envoy of revolutionary days, burst upon the American scene in 1793 have Americans been quite so aroused over diplomatic representatives as now. Mr. Prochazka, emerging tight-lipped from the Secretary of State's office in Washington, and Mr. Gromyko, emerging hardly less grimly from the *Queen Elizabeth* after crossing the Atlantic with Russia's San Francisco Conference delegation, were indeed both sights that infuriated Americans last week, for these two Envoys Extraordinary from beyond the Iron Curtain both represent Soviet defiance of Uncle Sam. Mr. Vladimir Prochazka, the new Czech Ambassador in Washington, had a particularly uncomfortable initial two days in Washington, starting with a visit to Mr. Truman, who unsmilingly welcomed him to the Federal capital and almost in the same breath wanted to know why the Czech Government would not release the American journalist, William Oatis. The interview was brief, and was followed the next day by a half-hour interview with Mr. Dean Acheson, who greeted the Czech without the customary handshake, and wanted to know the answer to the same question as the President had posed. After that the Czech envoy had to run the gauntlet of angry Press representatives, and according to one report some of them were very angry indeed. Mr. Prochazka eventually gained his car, and drove away quickly, having intimated that he would not yield to any pressure. As for Mr. Gromyko, his arrival in New York provided the American-Hungarian Federation with an opportunity for a demonstration, and a chance for the envoy himself to tell the world that he had arrived in America with Russia's own proposals for a Japanese Peace Treaty, which he said he would not make known until the San Francisco Conference. The Minister hinted that he hoped to find support from those countries which had suffered most at the hands of Japan.

ANDREI GROMYKO ONCE AGAIN SETS FOOT IN THE UNITED STATES, AND NEW YORK GIVES HIM A HOSTILE WELCOME : Placards protesting at the Deputy Foreign Minister's arrival displayed by members of the American-Hungarian Federation on the dockside in Manhattan as Mr. Gromyko arrived aboard the *Queen Elizabeth*. *On right*—The Minister coming ashore at the head of his delegation, whom he leads at the San Francisco Conference on the Japanese Peace Treaty. In a shipboard interview Mr. Gromyko let it be known that his delegation would have much to say on the Japanese Treaty question.

On left—
THE AMERICAN-HUNGARIAN FEDERATION WAS ALSO ACTIVE IN WASHINGTON : Demonstrators in action following Mr. Gromyko's arrival in the United States. They were not allowed to demonstrate outside the Soviet Embassy, as a city by-law prohibits gatherings outside diplomatic residences.

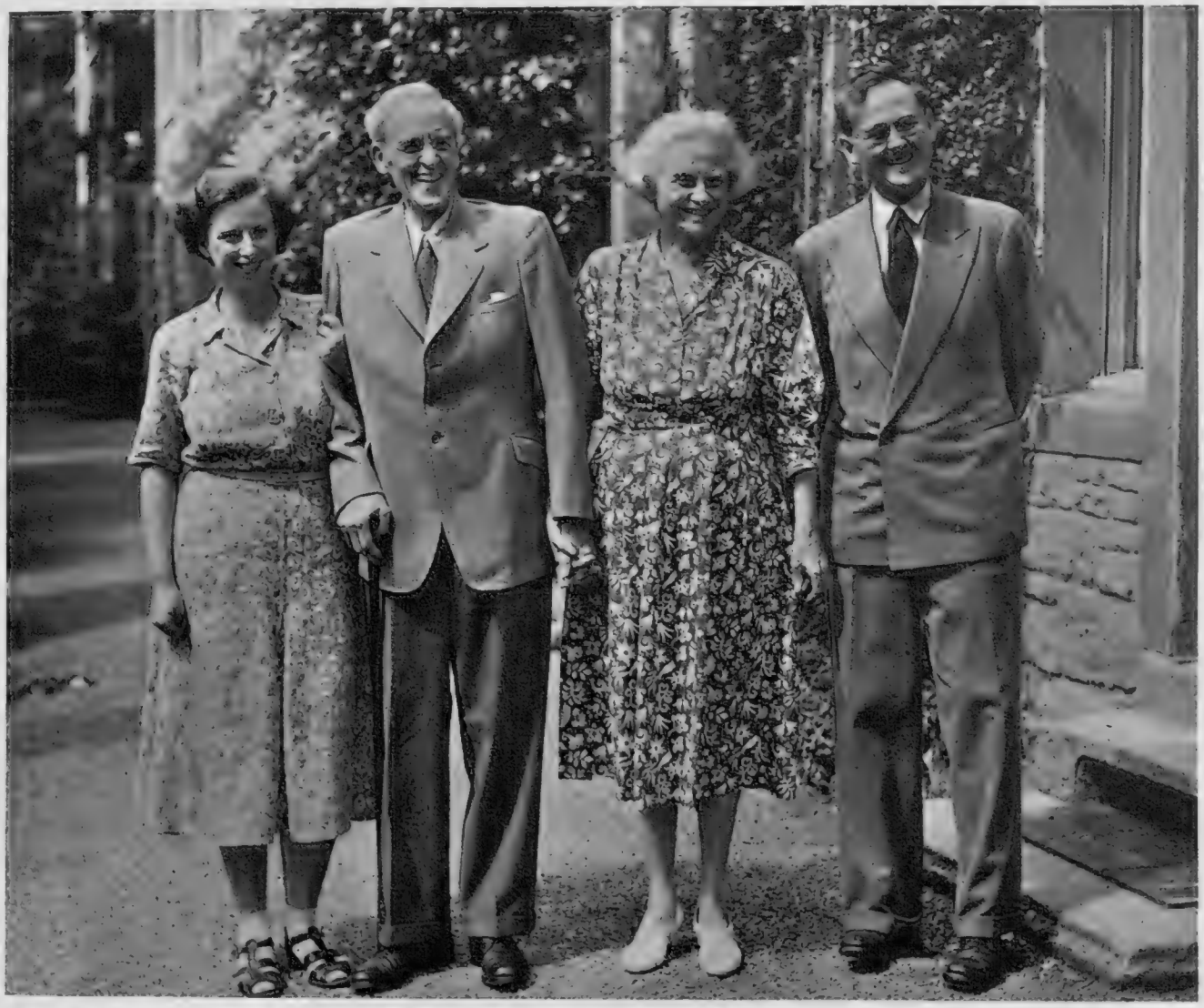
SIR STAFFORD CRIPPS WALKS AGAIN

THE FORMER CHANCELLOR OF THE EXCHEQUER AT THE ZURICH CLINIC, WHERE HE IS RECUPERATING FROM HIS LONG ILLNESS

OGETHER THEY ACHIEVED A VICTORY: Sir Stafford Cripps, Sister Irie, who has been in charge of nursing Sir Stafford through the long months of his illness, and Lady Cripps, who has been constantly at her husband's side. Not so many months ago there were fears for Sir Stafford, who had been stricken by a serious spinal infection. Now, after weeks in bed, he can walk again. For the time being he goes gently with the aid of a stick.

ast autumn Sir Stafford Cripps, one of the four leaders of the Labour administration and a key figure in Britain's economic covery, became the victim of a serious inal infection. He made a last effort to oid resignation from the Government by ing a holiday at San Vigilio, in Italy, but was of no avail, and the "Austerity" Chanellor not only left the Cabinet but the whole olitical scene. On October 25, 1950, came the announcement in the *London Gazette* that Sir Stafford had been appointed "Steward nd Bailiff of His Majesty's Three Hundreds of Chiltern." Sir Stafford thus resigned his Parliamentary seat at Bristol South-East, and in due course he set out for Zurich. Before he left he told reporters: "After twelve years I am just exhausted. I knew it was a danger a year ago, but I felt it was necessary to keep on under the circumstances. At the end of twelve months I hope to resume my political and other work." That was one of the last public statements from Sir Stafford, and the news that followed in the months ahead was far from reassuring. The spinal infection did not appear to be yielding to treatment, and at one time the gravest fears were expressed. Now comes the news that Sir Stafford can walk again, and the photographs reproduced on this page indicate the measure of his recovery. Sir Stafford, son of the Labour peer, Lord Parmoor—a former Conservative M.P.—was educated at Winchester and University College, London. He was called to the Bar in 1913, took silk in 1927, and first entered Parliament in 1931, having been appointed Solicitor-General in the second Labour Government. In 1940-42 Sir Stafford was Ambassador to the Soviet Union and later, in Mr. Churchill's Coalition, he was Minister for Aircraft Production. He became Chancellor in 1947.

IN THE GROUNDS OF THE BIRCHER-BENNER CLINIC, ZURICH: Sir Stafford Cripps, whose condition has so much improved that he will be able to return to England in the late autumn. Next year he is expected to go back to Zurich for further treatment.



THE CRIPPS FAMILY TOGETHER, A REUNION AFTER SIR STAFFORD'S MONTHS OF ILLNESS: Sir Stafford and Lady Cripps with their daughter Peggy and their son John, who visited them at the Zurich clinic. Mr. John Cripps is the editor of *The Countryman*.

Foreign News in Pictures

WILL IT BE PERON AN PERON OVER ARGENTINA

More People Detained Behind the Iron Curtai Sophocles in Delphi; King Farouk and Que Narriman in Cannes

THE MOST EXTRAORDINARY RALLY IN LATIN-AMERICAN HISTORY—THE GREAT GATHERING IN BUENOS AIRES ORGANISED BY THE GOVERNMENT-SPONSORED GENERAL CONFEDERATI OF LABOUR TO SUPPORT THE CANDIDATURE OF GENERAL PERON AND EVA PERON FOR THE PRESIDENCY AND THE VICE-PRESIDENCY OF THE ARGENTINE REPUBL ***Left*—Delegations with their banners in front of the central platform, which bore the portraits of the Perons. *Right*—Giant poster portraits of the President a the First Lady of Argentina. About 2,000,000 people are said to have taken part in the rally. Many of them were brought by rail to Buenos Aires free of char**

Eight years ago in Buenos Aires at a party for theatrical and radio people, Colonel Juan Domingo Peron, then an up-and-coming Government official and a good-looking widower, met the handsome blonde radio actress, Eva Duarte, then aged twenty-six. Juancito, as she called him, and Evita, as he called her, became inseparable. In October 1945 when Peron, who meanwhile had become the virtual dictator of Argentina, was arrested for antagonising the Army, Evita organised mass rallies demanding his release. Four days after Peron's restoration to power, Peron and Evita were married. Since then their power and influence has grown steadily in Argentina. Their appeal has always been to the lower-income groups, the descamisados, or shirtless ones, and in his campaign for the Presidency in the 1946 elections Peron promulgated wage increases and bonuses for all workers. To-day husband and wife have been chosen as running mates for the November elections, but at the time of writing Eva Peron's acceptance is not certain. Husband and wife have stressed all along that they will only act in deference to the wishes of the people, but they themselves sponsored the recent mass rally in Buenos Aires in support of their own candidature, for the organising body, the General Confederation of Labour, is in their hands. There were sweets and toys for the children, and free taxi-rides for the grown-ups, and indeed no expense was spared in making the rally an overwhelming expression of the popular will.

MUMME'S THE NAME! Frank Odin William Mumme, forty-five-ye old New Zealander, recently told a Press conference in Ber that he spent 127 days in a Communist prison cell at Potsd before being handed over to the British authorities by the E Germans. He said he came to Germany in February to s Communism in action with an admitted bias in favour of t doctrine, but he described it at the conference as a "vici system run by peasant types in uniform." At one point nea breakdown, the emaciated New Zealander said that he asked the pris authorities to shoot him rather than keep him cooped up in his t cell. No charge was ever made against him by the Soviet a German officials who interrogated him. He was released without explanation. He said he entered Eastern Germany "about April 1 without a visa, despite warnings by British officials. He took train through to Berlin and then caught a train to Potsdam, 15 mi from the capital. There he was detained by Russian officers as he w drinking coffee at the station. He was then questioned for two da

A BRITISH SHIP IS WRECKED OFF THE AUSTRALIAN COAST: All seventeen of the crew of the *J. P. Webb*, a 967-ton British hopper barge, were rescued when the vessel was driven by a westerly gale hard aground on a reef 70 miles north of Fremantle. *Above*—The vessel is swept by waves as she lies fast on the reef. *On left*—After being taken off the wreck members of her crew begin their lengthy trek along the desolate beach back to civilisation. The men are (left to right) Anthony Platford, John Pike, S. van Hauen (cook), Captain G. A. Thexton (master) and Chief Officer W. Edge. The *J. P. Webb* was built in Glasgow this year at a cost of about £200,000 and was being delivered to the Melbourne Harbour Trust. Her crew consisted of fourteen Britons, two New Zealanders and one Australian, all but three of whom, it is said, intend to settle permanently in Australia.

THE ADVENTURES OF GREGORY HENDERSON: After an unexplaine detention of eighteen hours in Russian hands in East Berli Gregory Henderson, a young American official from the U. sector, is seen making a report of his experiences. He sa he was seized in East Berlin during a visit to the Commun Youth Festival and taken to Soviet headquarters for interr gation. Mr. Henderson was held for twelve hours in a ba ment before he was permitted to return to the U.S. secto

MODERN INTERPRETATION OF "ŒDIPUS REX": Alexis Minotis as Œdipus and his wife, Katina Paxinou, as Jocasta in one of the scenes from Minotis's new interpretation of *Œdipus Rex*, the great classical drama of Sophocles, which was recently performed at the ancient open-air theatre at Delphi, for which Sophocles especially wrote the play. Alexis Minotis, who directed his new version of the play, is a world authority on the Greek Drama. Only seven of the 130 plays Sophocles wrote are extant. They typify the Greek spirit in the age of Pericles, the great dictator.

THE GREAT AMPHITHEATRE AT DELPHI WHERE SOPHOCLES ATTENDED MANY A "FIRST NIGHT": The tiers of seats in the foreground are original, but the stage and orchestra have been restored. More than 2,300 years ago Sophocles wrote *Œdipus Rex* for this particular theatre.

GEOFFREY DUKE IS FLAGGED IN TO WIN THE 500-CC. EVENT IN THE GERMAN GRAND PRIX AT STUTTGART, WHERE HE LED THE BRITISH NORTON MOTOR-CYCLING TEAM: Duke is seen as he was about to cross the line, returning an average speed of 136 k.p.h. (about 85 m.p.h.) and creating a new class record. Duke, who is the world champion, also won the 350-cc. class at an average speed of about 81 m.p.h.

AN ENGLISHMAN BREAKS SIXTEEN INTERNATIONAL AND AMERICAN "F" CLASS RECORDS ON THE SUN-BAKED SALT FLATS AT BONNEVILLE, UTAH: Sixty-year-old Lieut.-Colonel A. T. ("Goldie") Gardner seen in his "Magic Midget" M.G. racing car before setting out on his record-breaking run. From a standing start Gardner drove a full hour at an average speed of 137·4 m.p.h. to win the International record, formerly held by a French Bugatti car at 119·01 m.p.h. He also drove 139·3 m.p.h. in one hour from a flying start to break the old 66·04 m.p.h. American record. Class "F" is a division for small cars. Gardner lies in almost a prone position during the runs.

JAPANESE DANCING GIRLS WELCOME AMERICAN AIRMEN: As the American aircraft-carrier *Sitkoh Bay*, with part of the 116th Fighter Bomber Wing on board, berths at a port in Japan, geisha girls in gaily-coloured costumes step forward to greet the men. The American Far East Air Forces have been strengthened for the war in Korea with the arrival of this new unit, equipped with F 84 Thunderjet aircraft. Activated as an Air National Guard Wing last October and including a large number of men from "the South," the unit had been undergoing combat training before its departure from the United States. The trip across the Pacific was made aboard two carriers and one transport.

KING FAROUK AND QUEEN NARRIMAN ARE GUESTS OF THE MOTOR YACHT CLUB OF CANNES AND ANTIBES: The King and Queen seen with Comte de Rohan-Chabot (right, seated), the President of the Club, and Princess Fawzia (the King's sister), who is seen beside Queen Narriman. Standing on the right in white uniforms are members of the Royal body-guard. During the first days of his stay at Cannes the King spent much time at the Casino, gambling in very large sums each night, but later in the stay it was reported that he was transacting State business and had received Egyptian visitors at his hotel.

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COMING IN OVER SHEPHERD'S GROVE AERODROME, NEAR BURY ST. EDMUNDS: The first F 86 Sabre jet fighters of the United States Air Force to be sent to Britain seen on arrival at their East Anglian base. Their route was via Labrador, Greenland, Iceland and Stornoway. On the journey they were delayed by bad weather, particularly in Iceland. This wing has been assigned to Britain for an indefinite period to act as an integral part of the country's air defence organisation.

WITH THE SABRE JETS AT SHEPHERD'S GROVE

America's High-performance Fighters Land at Their New Base Near Bury St. Edmunds

The XF 86 was the first American fighter aircraft to be designed with swept-back wings and tail unit, and the prototype first flew on October 1, 1947. Now, nearly four years later, the F 86 Sabre jet fighters, evolved from the XF 86, are rolling off the production line in America and are at the service of the free world. As British high-performance fighters in the Sabre class are not yet in full-scale production, America is loaning three combat squadrons of Sabres and the vanguard of them arrived at Shepherd's Grove last week. They are manned by America's former week-end airmen of the National Guard squadrons. Each squadron has an establishment of twenty-five Sabre jets.

HE LED THE SABRES FROM THEIR BASE AT SPOKANE, WASHINGTON, TO THEIR NEW BASE IN ENGLAND: Colonel Robert J. Garrigan, the group's Commanding Officer, alighting from his Sabre on reaching Shepherd's Grove, near Bury St. Edmunds. Colonel Garrigan reported that they had met head-winds all the way from Iceland, and that the Sabres had had to cut their speed to 450 m.p.h.

A SABRE JET ABOUT TO TOUCH DOWN IN EAST ANGLIA: One of the high-speed fighters seen on arrival at Shepherd's Grove. The first squadron to fly in was the 116th Fighter Interceptor Squadron, a National Guard squadron mobilised for active duty last February. The United States now has over eighty National Guard squadrons, and they are now nearly all embodied in the regular air force. In normal peace conditions they are affiliated to various States, just as R.Aux.A.F. squadrons in Britain are affiliated to counties or cities.

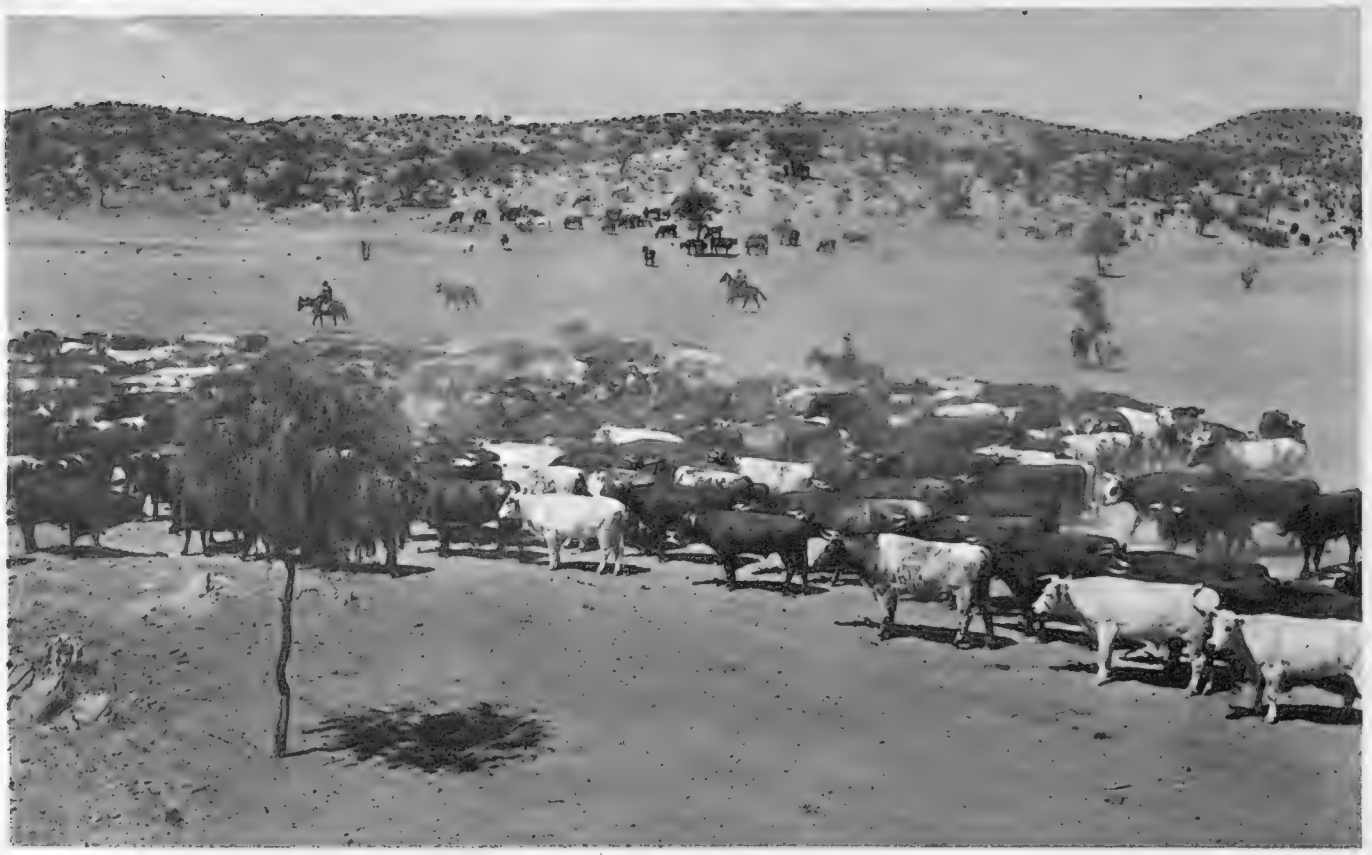
A VITAL NEW LINK ON THE MAIN HIGHWAY BETWEEN NEW YORK AND WASHINGTON: The 44,000,000-dollar Delaware Memorial Bridge, spanning the Delaware River between Delaware and New Jersey, about four miles south of Wilmington, has just been formally dedicated by the Governors of the two States concerned. The two-mile-long bridge of steel and concrete is the world's sixth longest span. It stands 437 ft. above the water, and is a vital link in the New York-Washington highway network.

BUILDING BIG IN AMERICA

THE NEW DELAWARE MEMORIAL BRIDGE: BUILDING A LIMESTONE CARRIER FOR THE GREAT LAKES

Within twenty-four hours of the opening of the Delaware Memorial Bridge, 20,000 people had paid toll in order to by-pass the tedious New Castle-Pennsville Ferry, thus saving for themselves an average delay of two hours on the New Jersey route between New York and points south. This is only part of a major plan for highway construction of the eastern seaboard of America, however, and when the new Chesapeake Bay Bridge comes into operation in the summer of 1952 it will be possible for motorists travelling between Washington and New York to by-pass Baltimore completely by using the Delaware and Chesapeake Bridges. Running time between New York and the Federal capital will be reduced from seven hours to four-and-a-half hours. Another important project in highway construction is the link which is being made between the New Jersey Turnpike and the Pennsylvania Turnpike.

HOISTING INTO POSITION THE 126-TON PREFABRICATED STEEL SECTION CONSTITUTING THE STERN OF WHAT WILL BE THE LARGEST SELF-LOADING LIMESTONE CARRIER EVER BUILT ON THE GREAT LAKES OF AMERICA: These two pictures were taken in the yards at Manitowoc, Wisconsin, a shipbuilding centre on Lake Michigan just to the north of Milwaukee. When completed, the new ship will be 666 ft. long. It will join the fleet of the Bradley Transportation Company, a subsidiary of United States Steel. The tendency at the moment is to build ever-larger craft on the Great Lakes, but, of course, limits are set by the width of the lake locks.



CATTLE ASSEMBLED IN THE WATERING PADDOCK AT THE IMPROVED RAILHEAD YARDS AT ALICE SPRINGS, CENTRAL AUSTRALIA : At this time of the year fat cattle are pouring into Alice Springs along all the main stock routes, and during the season as many as 30,000 of them may be despatched to market at Adelaide. Alice Springs, the capital of "the great outback," is the seat of administration in the fast-developing Central Australian division of the Northern Territory, where stock-rearing is now coming into its own. The improvement of the stock routes and the supervision of travelling stock are now prime concerns of the Animal Industry Division of the Northern Territory.

AUSTRALIA'S BEEF EMPIRE

THE CATTLE MOVE INTO RAILHEAD AT THE HEIGHT OF THE DROVING SEASON

***On left*—ON THE HOOF TO ALICE SPRINGS :** Fat cattle en route from Ambullindam station to railhead at "the Alice," where they will be prepared for transit to Adelaide. Every effort is now made to ensure that stock in transit do not find themselves on a route already crowded with cattle coming from other stations.

UNDER the terms of the Anglo-Australian Meat Agreement a vast programme of borehole development is being undertaken, new roads are being built and new fences constructed on Australia's ranges. Both in the Northern Territory and the North-West progress is the watchword; for the graziers, assisted by the Commonwealth Government, are carrying out an important experiment in beef production and marketing. The interior of Australia, "the great outback," is being opened up to provide meat for Britain. The capital of this "outback" is Alice Springs, and upon this fast-growing town at this time of the year converge great droves of fat cattle bound for the markets in Adelaide. Control of this vast migration is in the hands of the Animal Industry Division of the Northern Territory Administration at Alice Springs, and one of their tasks during the peak movement of cattle is to regulate traffic along the stock routes, seeing to it that the carefully-spaced boreholes are never overcrowded. Inspectors also roam the territory to detect and isolate disease in travelling stock. They range, indeed, over the 523,620 square miles of the "outback," and at any time along the track they may call for the way-bill and check the travelling stock against it. In the Territory the old haphazard days will soon be over. Beef production is now very big business, and everything must be done to foster the young industry.

In 1948, the annual stock return for the area topped the 1,000,000 mark for the first time and it is still slowly rising. But the Northern Territory cattle lands are predominantly open range. There are few fences. In some areas the cattle roam unhindered over "stations" as big as English counties and American states. The biggest, Victoria River Downs, is twice as big as Wales and as big as the State of New Jersey, U.S.A. The Federal Government plans to change this gradually. The flow of materials into the Territory for fencing and water improvements has been stepped up. New tenure conditions, providing for closer subdivision of the land, more secure tenure for the landholder and minimum standards of station development are to be introduced.

The Territory is mostly tropical monsoonal country, with summer rains which range from 10 ins. in the interior to 60 ins. on the coast. During the "wet" (September–March) rivers run in muddy flood and the countryside is bogged down. When the weather lifts, and the warm, dry winter sets in, stockmen muster the cattle and cut out the best of them ready for droving long distances to meat works or railheads.

Drovers work on contract. The "boss" drover owns the plant (horses, food waggon, etc.) and hires the men, mostly aborigines, paying them from his contract money, which works out at so much a head for each beast delivered (usually 3s. per head per 100 miles). A contract drover rarely moves more than 1,200 head in a single mob. His contract may be for shifting anything up to 10,000 head, but he splits these up into separate mobs with five or six men to each 1,000 head of cattle. The drover receives a way-bill listing the breeds, brands, sex and total number of each mob.

Every year, between April and September, drovers move thousands of cattle from breeding areas to the railheads in Queensland and at Alice Springs in the Territory or to the meat-works at Wyndham, in Western Australia. A few are railed north along the comparatively short Birdum-Darwin narrow-gauge railway. Others travel by "road trains" (a Diesel-engined prime mover and several trailer trucks) along the bitumen highways which link Darwin with Alice Springs and Mt. Isa (Queensland).

It is estimated that this year about 100,000 head of store cattle will travel south-east through Elliott to fatten in Queensland and New South Wales. About 30,000 "fats" will move south through Alice Springs railway yards to the Adelaide market. In addition, Wyndham meat-works will treat about 6,000 Northern Territory cattle driven over a bad stock route from the Victoria River.

Wyndham is a Western Australian meat port on Cambridge Gulf. In the "wet" it is a drowsy, isolated outpost with a few score inhabitants. The storekeepers

ON THE ROAD AND IN THE TRUCK—FAT CATTLE ON THEIR JOURNEY TO MARKET IN CENTRAL AUSTRALIA: *Left*—**The drovers with a mob of fat cattle. For each beast delivered they usually get 3s. per head per 100 miles. A contract drover seldom moves more than 1,200 head in a single mob. At any time along the track one of the Northern Territory's stock inspectors can call on a drover for the way-bill and check the cattle against it.** *Right*—**Entering trucks at railhead, Alice Springs.**

are mostly Chinese, with fascinating names like Gee Hong Yet, Lee Tong and Fong Fan. There are a hotel, a hospital, a wharf and, several miles out, an aerodrome. In the "dry" Wyndham is crowded with meat workers from down south who sweat at high-pressure piecework in the State Government-owned killing and freezing works. Opened in 1919, the meat works dominate the tiny township.

Before the war Wyndham works handled about 30,000 cattle a year, mostly from the West Australia Kimberleys. The present average is about 32,000 a year, with a daily capacity of 400. Most of this meat is shipped direct to Great Britain.

Droving is a cheap way to handle cattle, but has many disadvantages. The major ones are loss of weight and loss of quality. In many cases, the cattle are weeks on the road. Station managers also find it necessary to wait until the cattle are fairly mature before handing them over to the drovers. This excludes the possibility of taking advantage of the market for younger beef. The difficulty of mustering cattle for a big drove prevents careful selection. Consequently, meat-works and sale-yards reject many of the beasts. Nevertheless, so far no practical large-scale alternative to droving exists.

In North-West Australia Air Beef Pty. Ltd. is experimenting with a beef air-lift. But this is useful only for selected beasts on a limited scale. The cattle are killed in abattoirs on Glenroy Station, in the West Kimberleys, and the carcases are flown to Wyndham meat-works for cold storage and export to Britain.

Meanwhile, the Federal Government is pushing ahead with a programme for improving feeder roads and stock routes. Workmen are already busy on a 500-mile-long road leading into Wyndham from the north-east.

Road developments will permit greater use of "road trains" for cattle movement.

The Federal Government's Animal Industry Division at Alice Springs has already carried out major improvements on the stock route leading across the Northern Territory, through the Barkly Tableland to Queensland. It claims that this is now the best stock route in the world. There are twenty-six bores along the 360 miles from Newcastle Waters to the Queensland border. Before the Division's improvement programme there were only eleven. Each of these bores is equipped with a 24-ft. windmill. Half the bores have a 250,000-gallon storage tank and the other half tanks with a capacity of 1,000,000 gallons. The new bores cost £A2,500 each, plus an extra £A1,400 for the 1,000,000-gallon tanks. New loading yards at Alice Springs and Finke, on the railway to Adelaide, are also part of the Division's developmental programme.

But while stock routes improve, the old-time drover is dying out. Hard-bitten, weather-worn and used to living in the open weeks at a time, these men were studiously unpicturesque. They wore elastic-sided boots, a single rusty spur, odd pants and shirt and a battered felt hat. Some of them made it a point of honour not to take off their boots from the beginning of a droving trip to the end. They were weather-wise and cattle-wise, expert horsemen and wizards with a stock-whip.

A younger generation of drovers wear bigger-brimmed hats, rowelled spurs and fancy shirts or waisted American-type leather jackets. They, too, know most of the tricks of their trade, but prefer comfort when they can get it. Pessimists say that soon there won't be enough competent drovers to keep the herds moving. But that day hasn't come yet and some of the youngsters at the game are doing pretty well.

The days of casual, pioneering "go-as-you-please" are over. The future of the Northern Territory depends on scientific knowledge allied with well-thought-out developmental projects.

The Animal Industry Division's latest project is an Animal Industry Research Institute. At present two temporary laboratories are working at the Division's headquarters in Alice Springs. Later, the Division intends to build a fully-equipped Institute near two fenced bores, already used for animal research projects, just outside the town.

RESTORATION AT RECULVER AND LEWES

And the Possible Demolition of Blackheath's Pagoda

THE RENOVATION OF A SAXON LANDMARK AT RECULVER, KENT—REPAIRING THE TOWERS OF THE EARLY CHRISTIAN CHURCH: The two towers, standing out boldly on a cliff, now form a well-known landmark for mariners. They once formed part of the church founded in 669 by Egbert, King of Kent, and built on the site of a third-century Roman fort commanding a strategic point. The church was enlarged in the eighth century and again in the twelfth century, when the two towers, popularly known as the "Two Sisters," were built. The church was demolished in 1805, but the Corporation of Trinity House, recognising the value of the twin towers to mariners, intervened and secured their preservation. They were then crowned by tapering skeletons of ironwork instead of the old lead-covered spires. The towers are now being restored as a national monument.

ONE OF THE TWIN TOWERS OF THE OLD RECULVER CHURCH ENCASED IN SCAFFOLDING DURING THE PRESENT RESTORATION WORK: The two men at work on one of the partly-demolished walls of the old church are Mr. A. Wellard (left) and Mr. N. Farrier. The twin towers, known as "The Sisters," were very nearly demolished in the early nineteenth century.

BLACKHEATH HAS FEARS FOR ITS PAGODA—BLOCKS OF FLATS MAY SOON REPLACE THE OLD SUMMER-HOUSE: People living in Blackheath, London, S.E., are anxious about the fate of the Chinese pagoda which forms the centre-piece of their community. The pagoda was built early in the eighteenth century as a summer-house in the grounds of Montague House, home of the Rangers of Greenwich Park. Later, with its fantastically curling eaves hidden by newly-built houses, it was converted into a dwelling-house. Last June the London County Council bought the pagoda and its grounds, and the residents nearby fear that blocks of flats will soon replace the pagoda to overtower their homes.

NEW LIFE FOR AN ANCIENT SUSSEX LANDMARK—THE PILGRIM TRUST COMES TO THE AID OF THE RUINED ST. PANCRAS PRIORY AT LEWES: The Trust has given a grant of £1,500 towards the restoration work on the Priory which is now being carried out by Lewes Corporation. *Above*—**The repaired walls of the Refectory which run alongside the Brighton-Lewes railway line.** *Below*—**A section of the Priory ruins which has been repaired. St. Pancras Priory was built in 1077. Before the Second World War the ruins were under the care of the Sussex Archæological Society, but are now the responsibility of Lewes Corporation. At the end of 1949 a restoration fund was opened to meet the cost of work on the renovation of the south tower of Lewes Castle.**

THE RESTORATION OF THE CHIMNEYS OF HAMPTON COURT PALACE: A view of the ornamental chimneys on the roofs over the Tudor parts of Fish Court and Tennis Court Lane, which have been restored by the Ministry of Works

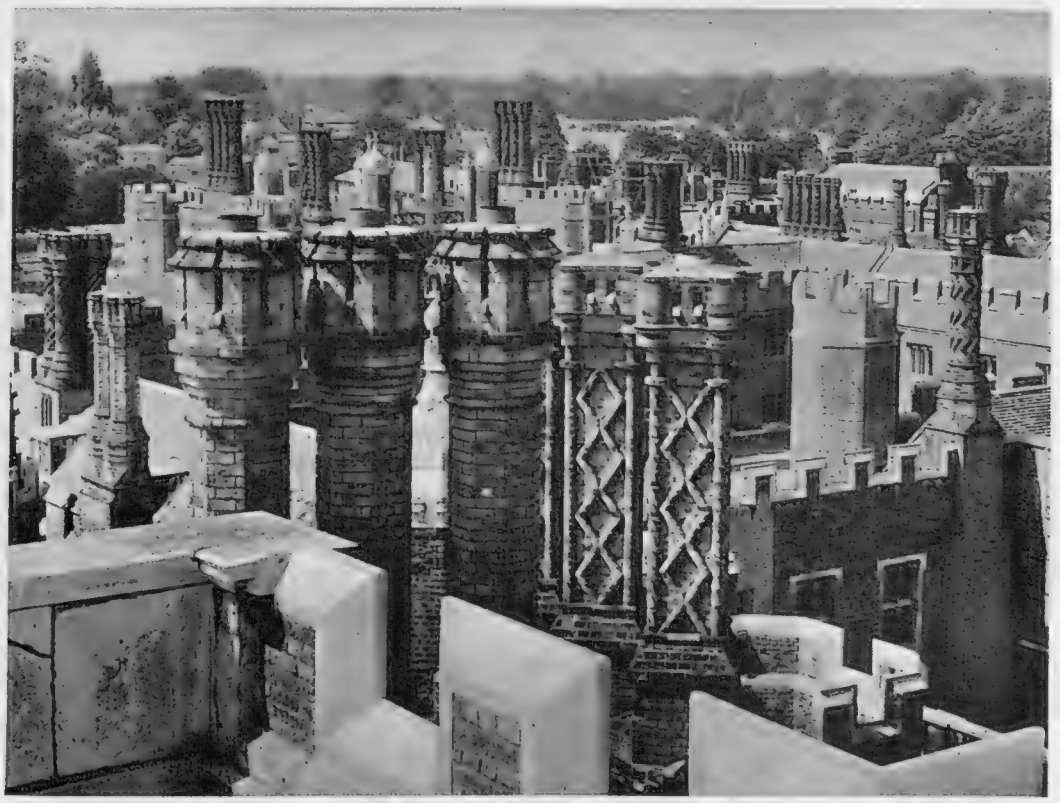
AT WORK ON A PALACE ROOFTOP

The Restoration of the Tudor Brick Chimneys at Hampton Court Palace

One of the greatest attractions to both Londoners and visitors alike is the trip out to Wolsey's Palace at Hampton Court, which covers eight acres and which is surrounded by 44 acres of gardens. After the Palace had been handed over to Henry VIII in 1526 it remained in use as a Royal residence until the reign of George III, since which time it has become the home of Royal pensioners. Just recently the Historic Buildings branch of the Ministry of Works has been busy at the Palace on the restoration of some of the Tudor brick chimneys. The methods employed and the tools used by the craftsmen were similar to those used by the bricklayers of the sixteenth century. Specially made "forms" were used to cut each brick so that when set in position it was flush with its neighbour. A point of interest about the original stacks is that they all differ in design.

CUTTING AND FORMING BRICK MOULDINGS FOR USE ON REPLACEMENTS TO THE PALACE CHIMNEY SHAFTS: The wood-mould pattern and circular rubbing-stone were used to make the moulded bricks to the desired thickness and shape.

THE FOUR NEW TOPS OF A FOUR-SHAFT CHIMNEY-STACK: This chimney-stack is situated on the roof over the north-west front of the great Tudor Palace. There are more than 1,000 rooms in the red-brick buildings, which cover eight acres.



THE VIEW OF CHIMNEYS AS SEEN FROM THE ROOF OVER THE STATE APARTMENTS: Hampton Court Palace was built by Cardinal Wolsey in 1515, and surrendered by him to Henry VIII in 1526. The Palace then remained a Royal residence until the time of George III. The east and south wings were built by Sir Christopher Wren and the park and gardens were laid out by William III. Portions of the building were damaged by bombing during the Second World War.

AUSTRALIA—THE FREIGHTER "STANFIRTH" IS TOWED INTO SYDNEY

THE BRITISH FREIGHTER "STANFIRTH" IS TOWED TO SYDNEY AFTER WALLOWING IN HUGE SEAS OFF THE VICTORIAN COAST NEAR CAPE EVERARD AND NINETY-MILE BEACH: The *Stanfirth*, of 7,285 tons, is seen as she neared Sydney Heads and was about to pass the outward-bound liner *Stratheden*. The *Stanfirth*, which was en route to Geelong with a cargo of phosphates, when she sustained a breakdown in her engine-room, received assistance from the British freighter *Heronspool* after she had been adrift for many days. At one time *Stanfirth* was being caught broad-side-on in a series of 90-m.p.h. gusts.

NEWS FROM COMMONWEALTH AND EMPIRE

Events in Australia, New Zealand, Canada, and the Islands of Malta and Jamaica

AT THE END OF THE LONG TOW: The scarred stern of the *Heronspool*, the British collier, registered at West Hartlepool, which took the British freighter *Stanfirth* in tow at the height of the storm off Ninety-Mile Beach, on the coast of Victoria, and helped to take her to Sydney.

FACED BY THE FLOODWATERS ON A STATION IN WESTERN VICTORIA, SHEEP HUDDLE HELPLESSLY AGAINST THE PADDOCK RAILS: This picture was taken in the area of the Birregurra-Lockett's Marsh during the height of the recent storms which lashed the State of Victoria, isolating farmhouses in many parts of the western districts and indeed cutting off several townships.

MALTA—A GREEK CONSECRATION

EXARCH GEORGE KALAVASSY, OF THE GREEK CHURCH, AT A CEREMONY IN MALTA: The Exarch had made a special journey from Athens with Archimandrite George Zenopoulous, Parish Priest of All Athens, to consecrate the rebuilt Greek Church of Our Lady of Damascus, in Malta. In this picture the Exarch stands pronouncing the Blessing. He wears a jewel-studded crown, presented to the Greek Church by the fifth-century Emperors of Byzantium. The church is dedicated to the Ikon of Our Lady of Damascus, which was brought to Malta from Rhodes by the knights of St. John of Jerusalem in the year 1530. The Greek Church is to-day the third largest section of Christianity, with some 130,000,000 members. Most of them belong to Soviet Russia, and the rest are very widely scattered about the countries of the Near and Middle East.

ANXIOUS FACES AT THE AUCKLAND WOOL SALES: Farmers listening to the falling trend of prices at the auction, the first to be held since February. The market opened at 65 per cent. lower than at the last sale at Invercargill, in February, and values continued to fall as the sale progressed.

The fall in wool prices at the New Zealand sales was good news perhaps for the buyers and their customers in all parts of the world, but there were glum faces in Auckland at the recent sales when farmers saw prices slump for average wool and also fine cross-bred by as much as 70 per cent. For Mr. Holland, the New Zealand Premier, immersed in an election tour, the slump demanded swift action, and he duly suspended the wool freeze introduced to alleviate the inflationary effects of high prices in the 1951-52 season. Mr. Holland in New Zealand and Mr. Menzies in Australia have both made it plain that they wish to see no cessation of the auction system of disposing of wool. They both agree that there are no grounds for the adoption of any special measures for the distribution of wool or the regulation of wool prices. Last week Australian wool auction prices also slumped.

CANADA'S GOVERNOR-GENERAL BECOMES LORD EAGLE HEAD : Field-Marshal Viscount Alexander of Tunis is bedecked in a chieftain's head-dress during a visit to Lathbridge, Alberta, where he met the Indian braves, who daubed his face with war-paint before putting on the head-dress and making him a blood brother. Lord Alexander takes the title of Chief Pit-O-To-Kom (Eagle Head). He is now in his sixth year as Governor-General of Canada, his term of office having been extended by a year as from April 12, 1951.

NEW ZEALAND—THE LORD MAYORAL TOUR

RIEF ENCOUNTER IN AUCKLAND : The Lord Mayor of London, Sir Denys Lowson, who has been engaged on a goodwill tour in America and the Empire, seen with Governor Thomas Dewey of New York, whom he met at a civic dinner given by Sir John Allum (right), the Lord Mayor of Auckland. Lady Allum stands on the left, next to Sir Denys, and Lady Lowson stands second from right. Mr. Dewey has been touring countries bordering the Pacific to gather first-hand information for the next election in America.

CANADA—WHERE PRINCESS ELIZABETH WILL STAY IN BRITISH COLUMBIA

GOVERNMENT HOUSE, VICTORIA, HOME OF THE LIEUTENANT-GOVERNOR OF BRITISH COLUMBIA AND MRS. CLARENCE WALLACE : Here Princess Elizabeth and Prince Philip will stay for five days during the course of their coming Canadian tour. As the tour is likely to be particularly arduous this five-day halt has been suggested, thus giving the Royal visitors a breathing-space before beginning the return journey westwards across the Rockies. Princess Elizabeth and Prince Philip leave for Canada on September 25. During their stay on the American continent they will spend two days in Washington, D.C. There will be no visit to New York, it is understood.

JAMAICA—SHIPS, THE PLAYTHINGS OF THE HURRICANE

UNITED STATES NAVY PLANE RECORDS FROM THE AIR THE DAMAGE DONE BY THE WEST INDIAN HURRICANE IN ITS PATH ALONG THE SOUTHERN SHORES OF JAMAICA : This picture shows ships piled up on the shore at Kingston. It was one of many taken from a P B M Mariner patrol bomber despatched by the U.S. Navy at the request of the Governor of Jamaica, who used the information so obtained in making his report of the hurricane damage to the British Government. The photographs showed there was a trail of ruin all along the south coast of Jamaica, notably in Kingston and in the historic cities of Spanish Town, Port Royal and Morant Bay. The great sugar estates of Jamaica suffered considerably, in particular the Caymanas, Innswood and Bernard Lodge properties. Two days after the hurricane disaster Kingston was still without lights and had only limited transport facilities. The British Government has inaugurated a £250,000 hurricane-relief fund.

TOILING UP THE SLOPES OF THE BUTTER CRAGS—THE START OF THE JUNIOR GUIDES' RACE AT THE ANNUAL GRASMERE SPORTS: The competitors are seen a few moments after leaving the vast arena at the commencement of their fifteen-minute ordeal. When they reach the summit of the celebrated Butter Crags they turn at the marker-point and career down to the winning-post within the arena. In addition to senior and junior Guides' races, these Lakeland sports included the usual wrestling bouts. The crowd was well up to average and, as usual, large numbers of visitors used their cars as grandstands.

HOME NEWS WITH A HOLIDAY FLAVOUR: *EVENTS IN TOWN AND COUNTRYSIDE*

On right—A NOVEL WAY OF CHECKING THE WEIGHTS OF WRESTLERS AT THE GRASMERE SPORTS: Middleweight J. Hall has his weight stamped on his hand by the weighing master, General Sir James O'Dowd.

A CHAMPION BOXER PLAYS HIS PART IN BRITAIN'S FIGHT FOR COAL: Eddie Thomas, the welter-weight boxer, leading his six-year-old mare from his mine at Coed Meyrick, Merthyr Tydfil, where he hopes to start bringing out coal in quantity this month. One of Eddie's brothers is seen on the right beside the "tram," and other members of the Thomas family are also working in the mine, which should reach a target of 100 tons per week. This type of drift mining has long been the practice on the higher slopes of the Welsh valleys.

THE END OF A LONG TRAIL: Miss Ann Huxtable, twenty-year-old riding mistress, reaches the lane leading to her father's farmhouse at Toat, Pulborough, Sussex, at the finish of her 490-mile horse-ride from Perthshire. The trip took her two weeks. Ann was met at Slough by her sister Rosemary (right), aged eighteen. With Rosemary is pack pony Nutkin, who carried Ann's baggage on the long ride from Scotland.

A PREFABRICATED TELEVISION STUDIO AT THE NATIONAL RADIO EXHIBITION: Ballet dancers rehearse before the cameras in the television studio at Earl's Court. The studio, which was built for the Radio Show at a cost of £20,000, contains some of the latest television equipment, including a camera trolley which provides not only easier movement on level ground, but which can also be raised or lowered. Manufacturers are emphasising progress in television development at this year's show. Exhibits include Britain's biggest television screen for direct viewing, producing a picture 18 ins. by 14 ins. and a miniature bedside television which gives a 2¾-in. picture and can be carried in a 10-in. case. "Spot-wobble," a new device intended to obscure the line structure inherent in television, has been adopted in many of the new sets.

A GENERAL VIEW OF BRITAIN'S 1951 RADIO SHOW AT EARL'S COURT: This is the eighteenth British Radio Exhibition, and the comprehensive display of electronic equipment is attracting buyers from all over the world. Manufacturers have concentrated more on improving the quality of both sound radio and television than in reducing prices, and a number of firms are showing improved high-quality sets for the connoisseur. The show is primarily concerned with complete radio sets, but there are in addition a considerable display of accessories. Among them is what is described as the world's first dry-battery regenerator which can lengthen by many times the life of dry batteries.

SOUTHEND-ON-SEA'S FESTIVAL OF LIGHT—25,000 LAMPS ILLUMINATE THE ESSEX SEASIDE TOWN'S FAMOUS PIER: On August 26 the Mayor of Southend, Councillor P. B. Renshaw, inaugurated the town's annual illuminations by pressing down a switch which turned the mile-and-a-quarter pier into a blaze of light. Fifty thousand other coloured lamps adorn the promenade, cliffs and gardens. The Southend illuminations, which for several years have attracted many thousands of sightseers, will continue until the night of October 21.

CHELSEA'S FIRST ANTIQUES AND FINE ARTS FAIR: A general view of the Fair, which was organised by Mrs. E. Stulz, of Sevenoaks, wife of a Swiss lawyer, and opened by Lord Northampton at the end of August. Exhibits include antique furniture, porcelain, tapestry and jewellery.

GREETING THE "ADMIRAL"—AN AMUSING INCIDENT DURING THE CHICHESTER HARBOUR FESTIVAL WEEK: The Earl of Iveagh, Lord of the Manor of Bosham, greets the "Admiral of Bosham Harbour" (Mr. H. F. Blandford) during the Bosham Sailing Club's annual regatta at the end of August. This year's ceremony, which took place during the Festival of Britain Week of Chichester Harbour, was the first for over thirty-five years. On the left of the picture is Countess Iveagh, and on the right are Mr. F. G. Parham, Vice-Commodore of the Sailing Club; Commander J. H. C. Minter, R.N., Commodore; and Captain E. J. C Chapman.

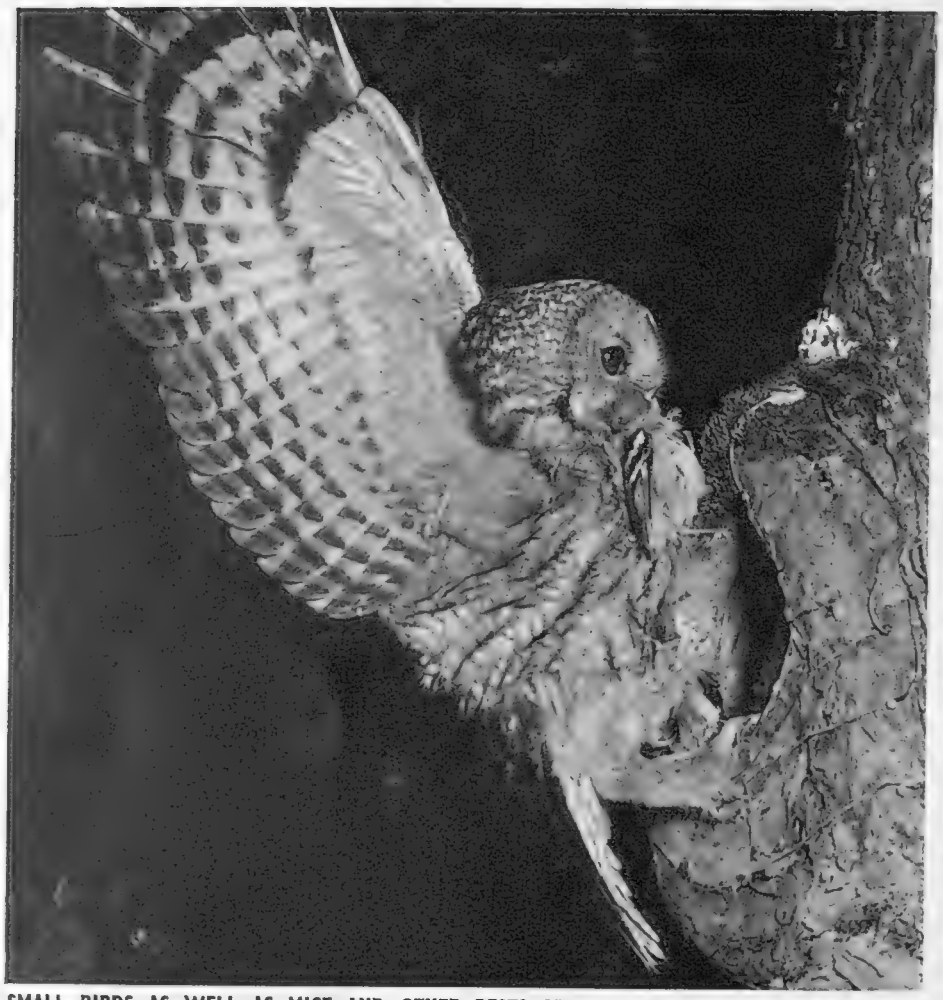
A PAUSE FOR REFRESHMENT—A 100-YEAR-OLD STAGE-COACH MAKES A HALT DURING ITS JOURNEY TO THE GYMKHANA AND HORSE SHOW AT ENFIELD, MIDDLESEX: The stage-coach is greeted by a large crowd as it arrives at the George Hotel en route for the gymkhana at Forty Hall. Costumes of the 1850 era were worn by the coach passengers, and the host of the hotel, Mr. A. Standbrook, was present to welcome them when they stopped for refreshment before travelling on to the show.

TYRANTS of the NIGHT

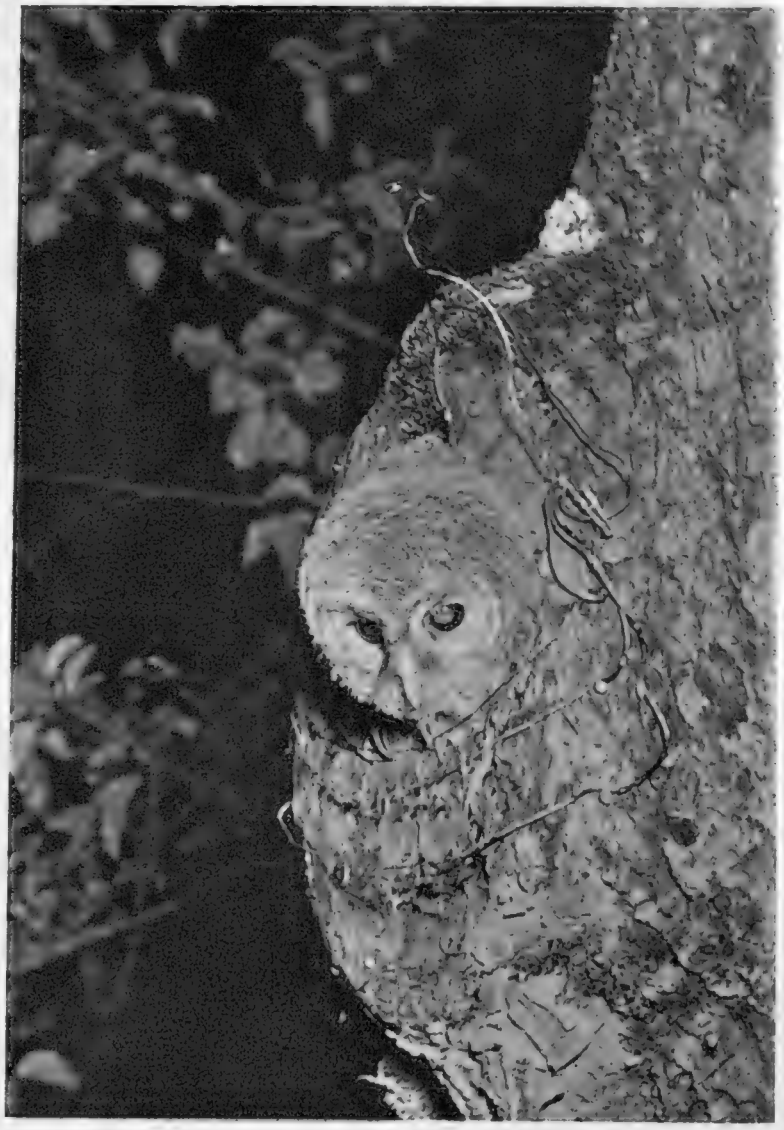
This Family of Tawny Owls on Their Nightly Excursions Take a Heavy Toll of Birds, Fish and Insects

RETURNING HOME AFTER A FORAGING EXPEDITION: This is a male Tawny Owl, returning with the first catch of the evening. Throughout the night he and his mate will be scouring the woods and fields, bringing back to their downy offspring a very varied fare. Sleeping blackbirds in the fir trees are robbed of their young; mice and frogs waylaid in hedgerow and marsh. Even the small and lively carp in the pond are not secure from the relentless talons.

RETURNING TO THE NEST, THIS LOVELY FEATHERED KILLER IS SURPRISED BY THE CAMERA: The bird's long, banded wing-feathers are splayed out as he supports himself on the side of a tree where, in a hole, the owlets await their evening meal. The owl's feathers are so constructed that they make no sound while the bird is in flight—a very obvious advantage to a killer whose success depends so much upon surprise.



SMALL BIRDS AS WELL AS MICE AND OTHER PESTS ARE INCLUDED IN THE TAWNY OWL'S DIET: Mother owl has brought home a finch—surprised, no doubt, asleep in its nest—as a tasty snack for her young. It was found that this pair of owls took thrushes, starlings, red-starts, titmice, fish and even the fat earthworms.



WHILE ITS PARENTS ARE AWAY SEARCHING FOR FOOD, THIS YOUNG OWL TAKES A LOOK AROUND: From just after sunset until dawn the muted wings of its parents flap noiselessly above field and hedgerow seeking out the little birds, animals and insects to satisfy the hungry youngsters in the nest. Flying cockchafers were the basis of this family's diet.

INSIDE THE TAWNY OWL'S STRONGHOLD: This is a newly-hatched owlet. Beside it lies an egg from which, after a day or two, another future tyrant of the night will be hatched.

The Tawny Owl—the common owl of Europe—was the Ulula of the ancients, so-called from the Latin *ululare*, echoic of the wolf's howl. Its familiar "to-wit, to-woo" has earned it the doubtful privilege of naming the whole tribe of "owls," whether they screech, hoot or howl. The Greeks assigned the little horned owl of Southern Europe to Pallas Athena as an emblem of her supernal wisdom, and the owl is still the traditional symbol of the wise. That, perhaps, has followed not entirely from the bird's appearance, for the owl is surely among the most efficient and useful killers Nature has devised. As the sun goes down on the quiet English countryside, the owls—there are five species of them in this country—begin their silent search behind the haystacks and over the stubble of the newly-cropped fields. Insects, small birds, mice, rats, shrews and squirrels, surprised asleep or on their urgent quest for food, are seized in the deadly talons, quickly dispatched by the strong, curved beak and devoured piecemeal on a convenient tree. Unless, of course, there is a family of youngsters to feed, as there was with the family of Tawny Owls seen on this page. Then the parent birds, with no more noise than paper wafted on the breeze, fan the dark air from dawn to dusk, bringing birds, fish and even earthworms to satisfy the incessant demands of the growing chicks. Ornithologists continually inform us that the Tawny Owl lives primarily on mice and other rodents, and it was a surprise that none of a series of pictures of this owl family showed mice being taken to the nest. The birds seemed to live mostly on flying cockchafers; and the nests of blackbirds, in a nearby thicket of firs, provided more substantial fare. The Tawny Owl, it seems, is a robber; but none the less he and his family are certainly a great scourge to those dainty but destructive creatures the rodents, which do Man such a degree of harm.

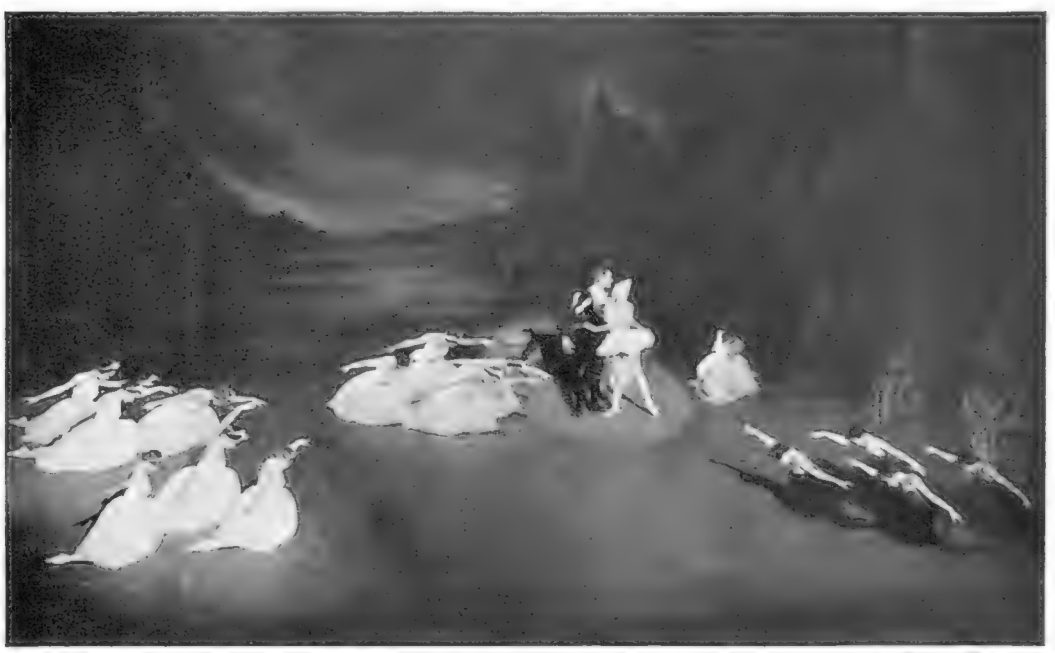
EDINBURGH CRESCENDO

Some of the Great Moments at the International Festival of Music and Drama

BRUNO WALTER CONDUCTS THE PHILHARMONIC-SYMPHONY ORCHESTRA OF NEW YORK AT THE EDINBURGH FESTIVAL : This great American orchestra, visiting Britain for the first time in twenty years, made a very definite impression. Perhaps the most memorable of the series of concerts the orchestra gave was that including a performance of Beethoven's Piano Concerto No. 4.

The 1951 Edinburgh Festival of Music and Drama ends on Saturday. Once again the Scottish capital has been ost to the artists of many nations who come in no spirit competition but to foster that fellowship and goodwill, hich art of all kinds, can and will always achieve between tions. The plays of Shakespeare, Shaw and Jean Anouilh; e music of Mozart, Beethoven, Meyerbeer, Vaughan illiams and Constant Lambert; the paintings of El Greco and Goya: this was the salve that Edinburgh offered the troubled mind. From America came the great New York Philharmonic-Symphony Orchestra, with the two distinguished conductors, Bruno Walter and Dimitri Mitropoulis. From Belgrade came the Yugoslav Ballet; from England the Sadler's Wells Ballet and the Glyndebourne Opera. Scotland herself provided two concerts of Scottish music, giving the story of music in Scotland through the ages.

WITHOUT BATON OR SCORE, DIMITRI MITROPOULIS CONDUCTS A CONCERT IN EDINBURGH'S USHER HALL : Mr. Mitropoulis is musical director of the New York Philharmonic-Symphony Orchestra. His technique, often dispensing for long periods with even the regular beat, depends upon an immense store of gestures, by which he infuses his conception of the music into the players.



IE SADLER'S WELLS BALLET AT EDINBURGH : *Above* and *on right*—Two scenes from *Le Lac des Cygnes*, which the Sadler's Wells Ballet, under the direction of Ninette de Valois, performed at the Festival. There were some fine performances, too, by the Yugoslav Ballet from the Belgrade National Theatre.

MARGARET DALE AS THE BRIDE AND JOHN HART AS THE GROOM IN THE SADLER'S WELLS PERFORMANCE OF "A WEDDING BOUQUET": Lord Berners wrote the music and designed costumes and scenery for this gay ballet. Frederick Ashton is responsible for the choreography and the rhythm of the piece is supported by the words of Gertrude Stein.

CONSTANT LAMBERT'S "TIRESIAS" AT THE EMPIRE THEATRE, EDINBURGH : This new ballet was performed for the first time before the Queen only a short time before the composer's recent death. Its performance at the Edinburgh Festival came, therefore, as a tribute to one whose loss to British music will not easily be repaired.

THE PROCESSING PLANT AT QUINTAY, A SMALL PORT SOUTH OF VALPARAISO, TO WHICH THE CHILEAN FISHERMEN BRING THEIR WHALES AFTER THEIR EXPEDITION ALONG THE COAST: The plant was built in 1948 and equipped with the latest machinery. After being towed into the port the whales are cut up on the flensing d ck, seen in the centre of the picture, and the pots used in the processing are sent into the buildings in the foreground. Eight small boats are catching about 1,20 whales annually, each weighing between 65 and 120 tons. From them come 5,000 tons of oil, 1,000 tons of nitrogen fertiliser, and other vital extracts, such a insulin.

WITH THE WHALERS OF QUINTAY

The Processing Plant on Chile's Coast which is Being Used Throughout the Year by the Country's Enterprising Coastal Fishermen

During the past few years Chile coastal fishermen have entered into one of the world's most exciting businesses. Eight small boats are catching about 1,200 whales annually, each weighing between 65 and 120 tons. From them come 5,000 tons of oil of the finest quality for precision machinery, while from the bones, which are ground down, come an additional 1,000 tons of nitrogen fertiliser. Experiments are also being made to determine the usefulness of other organs. The season at the processing plant at the tiny port of Quintay lasts throughout the year; but whaling off Chile's coast is restricted to the summer months, from December to May. During the remaining months the whaling f et moves north to Polar regions. A charged arpoon is used for the kill, which is usually ins antaneous. After the killing the whale's body is blown up with air from the ship and left floating a d marked by a flag and two lanterns tied to a st ff, until a later hour, when it is towed into port compan with its slain brethren. After two d ys at sea, the whalers return to Quintay, where t e carcases are hauled on to the quay, cut up nd boiled down into oil. Soon, the Chilean Government, which has interested itself in the great enterprise, will sponsor larger-size boats which will have complete processing machinery on board.

INSIDE A WHALE'S MOUTH: The bottom of the mouth has been removed and the man is cutting around to remove the oily skin. Sharp knives fixed to long poles are used to make the first cuts. Nature provides an amazing structure to sieve plankton from the sea. Tons of water pouring through the whale's gills leave large quantities of a natural sea food in the hairy-looking jaws.

WINCHING-IN A WHALE AT THE PROCESSING FACTORY: The special little crane, called a "donkey," travels out on the concrete wall and places the special "tail anchor" over the tail of the whale. Then the winches from the separation deck grind under the task of pulling 70 tons of whale up the ramp. The ramp is automatically greased with the oil of the whale which is being brought

WHALING WITH THE CHILEAN COASTAL FISHERMEN—HARPOONING THE WHALES WHICH ARE BROUGHT INTO QUINTAY : This is the business end of a whaling harpoon. It weighs 170 lb., carries an explosive charge that goes off inside the whale and will shoot half a mile. Sometimes it takes up to three harpoons to kill a 120-ton whale. *On right*—After the harpooning, air is blown into the whale's body and the ship's flag and two oil lanterns are tied to a staff stuck in the under side of the mammal. When the two- or three-days catch is over, the whales are rounded up and towed to the Quintay processing plant.

74-FT. WHALE WEIGHING 69 TONS IS BROUGHT UP THE RAMP TO THE PROCESSING PLANT AT QUINTAY AND MADE READY FOR CUTTING : The white line seen at the side of the whale is the tape used in the measurement of the mammal. A heavy chain section with cable attached is used to pull the skin off the whale. The company gains about 3,000 dollars from the average-size whale. Everything goes into the "oil"-pot, excepting the bones, which are ground down for use as fertiliser.

SOME PLACES IN THE SUN

Resorts on Three Continents Where the Holidaymaker Seeks the Sunshine

In England, where summers can be brief and Augusts are more often than not persistently wet and cloudy, the away-from-it-all spirit is easily engendered, and the only two things that stop the would-be traveller are money and inability to transfer money into the required currency. Despite all these frustrations we remain steadfast sun-seekers. On this page are recorded three places in the sun all widely separated in point of distance, but all linked by the common attraction of blue skies and golden sands: Positano, on Italy's lovely western shore; Tangier, one of the great resorts of North Africa, and Royal Hayman, within the protecting wall of Queensland's Barrier Reef.

BIG-GAME FISHERMEN AT PLAY IN WHITSUNDAY PASSAGE OFF THE QUEENSLAND COAST: This fishing party is operating from the Royal Hayman, the new resort which has been built behind the protecting wall of the Great Barrier Reef. The resort is linked by flying-boat with Sydney

AMID THE BLUE AND GOLD OF A SUB-TROPICAL SHORE: Holiday-makers on the beach at the Royal Hayman, behind the Great Barrier Reef on the Queensland coast. The hotel and its chalets nestle among the trees at the foot of timbered slopes. The resort has been established by Ansett Transport Industries, who have spared no cost in making a luxury spot where sun, sea and sand are the main ingredients of enjoyment, but where the amenities of civilisation are to hand.

ON THE BEACH AT POSITANO—A RESORT WHICH CAN ONLY BE APPROACHED FROM THE SE OR ON FOOT: Positano, which lies on the Gulf of Salerno, on the opposite side c the peninsula to Sorrento, has had many British holiday-makers this summer. Th main coastal road skirts the highest houses of Positano, and then it descends agai to the coast. In the days of the Anjou dynasty Positano was an important harbou

ON THE COAST OF MOROCCO IS AN INTERNATIONAL PARADISE FOR CITIZENS OF THE TAX-RIDDEN WEST: Tangier, on the Moroccan coast of the Straits of Gibraltar, has no income-tax or currency restrictions. The lucky Tangerines, as the city's people are called, can build, import and do what business they please without Government interference. A flat 12½ per cent. import tax on every item from bulldozers to nylons keeps Tangier on its financial feet and the city is growing with the speed of an oil or gold boom-town. *On left*—A view of the little sun-drenched port. The city has been under international control since 1923, except for a period during the war. *On right*—A view of Tangier looking across the silvery beach at blocks of modern flats. In Tangier every housewife has to be a walking ready reckoner, for at the French shops prices are quoted in francs, at Spanish shops in pesetas. On street corners any currency, including gold, can be legally bought or sold. There is no oil, gold or other mineral deposits in this flourishing territory; Tangier depends for its prosperity solely on the wide freedom it offers the European and American visitors who find there a veritable paradise of tax-free luxuries and comfort.

INCESS MARGARET AND THE LAIRD OF DRUM: The Princess, in tartan skirt, tweed jacket and scarlet beret, walking through the castle grounds with her host, Mr. H. Q. Forbes Irvine, twenty-fourth in line of the Lairds of Drum. The Irvines have played a leading part in the life of north-east Scotland for many centuries, and this was reflected in episodes in the Drum pageant which Princess Margaret and her friends witnessed.

WATCHING THE HISTORICAL PAGEANT AT DRUM CASTLE: Mr. H. Q. Forbes Irvine (the Laird of Drum), Princess Margaret, the Marquis of Aberdeen, chairman of the Pageant Committee, and Mrs. Forbes Irvine in the Royal pavilion from which they watched 700 local people (500 of them children) present a seventeen-scene pageant of local historical events. This was Princess Margaret's first public appearance since her twenty-first birthday, and she was warmly greeted by a crowd of about 7,000. The pageant was presented by the Aberdeen Landward Area Youth Panel of Aberdeenshire Education Committee. Drum Castle was once a hunting seat of the Kings of Scotland, and the first Laird of Drum was William de Irvine, Secretary and Armour-Bearer to King Robert the Bruce, who conferred on him in 1323 part of the Royal forests of Drum. Princess Margaret drove over to Drum Castle from Balmoral with a party of friends, including her Lady-in-Waiting, Miss Jennifer Bevan, and Mr "Billy" Wallace

PRINCESS MARGARET AND HER FRIENDS AT DRUM CASTLE: *Attending the Historical Pageant*

Below—**MEMBERS OF THE HOUSE-PARTY FROM BALMORAL WHO ACCOMPANIED PRINCESS MARGARET TO DRUM CASTLE: Miss Jennifer Bevan, Lady-in-Waiting to the Princess, with Mr. Robin M'Ewen, Mr. Simon Phipps and Mr. "Billy" Wallace.**

The World of Books—By VERNON FANE

BOOKS WITH NAVAL AND MILITARY EMPHASIS

A Memorable Novel About Life at Dartmouth; A Story of the P.B.I.; A Guards Officer as a Paratrooper

MR. JOHN LODWICK is one of the most interesting and certainly one of the most promising of the younger novelists. If, so far, he has escaped the apotheosis of the cocktail-party-night-club wisecracks, evoked by the names of Mr. E. Waugh and Miss N. Mitford, it may be because he seems a lone wolf, displaying all the virility and violences of the type. In France and in Spain they take him seriously, but he is not full enough of self-pity to excite the Americans.

His new novel, THE CRADLE OF NEPTUNE (Heinemann. 10s. 6d.), is about the Royal Naval College, Dartmouth, and is, presumably, largely autobiographical, since Mr. Lodwick enjoyed the privilege of being educated there. The factual element is therefore omnipresent: the fictional, as represented by the *dramatis personæ*, startling and realistic.

The immutable basis of a naval officer's education is discipline. He who does not bend to it must be broken. Mr. Lodwick's novel is a study in revolt against everything Dartmouth stands for. His main character, Roffey (he is hardly a hero), inevitably loses the unequal contest. But is it he who loses in the long run? In its own terms the Naval College "breaks" Roffey: in his own terms it is he who wins.

Handled with mature skill, Mr. Lodwick makes this the subject for a fine novel, as well as writing a school story to knock spots off some of the most famous of its kind.

BRAVE COMPANY (Robert Hale. 10s. 6d.) is a novel about the men who do the least spectacular, most essential fighting: the infantrymen. In this case they are concerned with the Italian campaign, not from the standpoint of grand strategy, but from the almost literally down-to-earth approach of the private soldier. When they write home, the men in Mr. Guthrie Wilson's book, they lie like hundreds of thousands of other soldiers in that and other wars. They write about the sunny Italian beaches, and the diversions of their rest periods, but they never write of the dull and dirty jobs they have to do behind the lines, or the fear and horror that they know in action. The narrator of this story is a quiet soldier, better educated than most of his companions and nicknamed by them "The Lawyer." He writes the story of his war and theirs, as none of them would write it in a letter home, and the result is a book in a thousand; dignified, simple and with the unmistakable, the invaluable hall-mark of truth on it. Whatever your first reaction may be to the sight of another war book, here is one that you would regret missing.

Colonel Thomas Firbank's war book is not a novel nor is it written from the angle of the ranks. The author joined up in 1939, arrived at his first Guards depot in March 1940, and served during the war as a Guards officer and later as a paratrooper. This is the account, detailed, humorous and readable, not only of such actions as he fought in, but of the months of arduous, rigid training, the exhaustion of the specialised, mountainside training, the boredom of waiting, and the peculiar worries of the commanding officer. It is a book that tells the reader a great deal about a branch of the Army of which he should be proud, and the reality of which is somewhere between the extremes of the writings of Ouida and Gerald Kersh. I BOUGHT A STAR (Harrap. 10s. 6d.) is worthy of its recommendation.

THE DAY OF THE TRIFFIDS, by John Wyndham (Joseph. 10s. 6d.), is another of those yarns about a global catastrophe and on what happens to a handful of survivors. Except for these few, everyone is stricken blind, and consequently defenceless against the lethal attacks of some monstrous plants called Triffids, able to walk and to reason enough to concentrate their campaign against doomed humanity. Isolated groups of those who, by fortunate accidents, have retained their sight, together with a few of the sightless under their special care, react in various ways and set up scattered communities. The narrator and a beautiful girl, who survives because she was sleeping off a hang-over, provide the love interest.

It may not be Mr. Wyndham's fault that a promising first novel is heralded with a flourish of Wellsian trumpets, for the comparison is unfair. H. G. Wells had his faults, but a lack of mastery of the technique of the novel was not one of them.

SOMERSET MAUGHAM AT HIS CAP FERRAT VILLA: The veteran novelist and playwright who is assisting in the compilation of a Dictionary of Tourism, an idea put forward by Prince Rainier of Monaco. Maugham will be a member of the supreme court of four which will pass judgment on the four-language lexicon. The volume is to be issued by the International Academy of Tourism.

There is nothing wrong with Mr. Wyndham's imaginative powers, nor with his ability to create and relate character; nor can one fault his broad, scientific generalisations: but his story lacks the cohesion that only a study of the technique of sustained action can give it. In my young days they used to write imaginative shockers like this for the penny dreadfuls, and in those, of course, any tough spot could be encompassed by the simple formula of "with one bound Jack regained his freedom."

There is an admirably varied crop of thrillers and detective-stories this week, and first among them a new one by Mr. Ellery Queen, called, with more ambition than taste, THE ORIGIN OF EVIL (Gollancz. 10s. 6d.). Mr. Queen, whose method is to make himself the detective-hero of his stories, has set the present one in Hollywood, a spot unaccountably chosen as a good, quiet place in which to write a new novel. Not surprisingly, the quiet is shattered almost immediately—on the fifth page of the story, to be exact—by intimations of murder, and Mr. Queen goes into action in his own very special way. It's a good story, because it's written by a good craftsman, and it has more than a touch of originality.

CALLING BULLDOG DRUMMOND (Hodder and Stoughton. 9s. 6d.) is, of course, something else again. Whatever one feels about Mr. Queen, he is very definitely of his age, whereas the style of Mr. Gerard Fairlie, Sapper's successor, has a twenty-ish touch (he even writes of tea-dances) and appeals chiefly because it is the same kind of stuff that used to appeal to us when we were young. The present volume shows Drummond in his best form, I should add, imperturbable in danger, gay in face of terror and, in an indefinable way, the Big Brother rather than the Great Lover. On the whole, it's an excellent and healthy formula, and long may it continue.

There is nothing excessively healthy about STRICTLY FOR CASH (Robert Hale. 9s. 6d.), a highly-coloured story of theft, murder, graft and lust in sunlit Florida. Mr. James Hadley Chase is, I understand, English, but he writes, as far as can be seen, in American-ese which even to a London ear sounds a little awry occasionally. Why he chooses to do this I don't know, unless he has paid our friends the doubtful compliment of picking theirs as the language of violence. In any case, the plot here is quite deftly handled, and in spite of the extravagance of brutality, the conclusions drawn are notably moral. Crime doesn't pay in the *end*, Mr. J. H. Chase seems to tell his readers, but boy, that end can be deferred—and how!

AN AXE TO GRIND (Heinemann. 9s. 6d.) has an American setting too, this time California, and is by an American this time, Mr. A. A. Fair. He has written a brisk, competent story, tough but not too tough, and something in the Dashiell Hammett tradition of the private detective who is only half-tolerated by the police, and who is apt to become one of the prime suspects. Stories of this kind have a habit of getting a little too involved with names and shady motives, and this one is no exception, but it is entertaining all the same, and I have proof that it is good reading on a train journey.

DIPLOMATIC CORPSE (Crime Club. 8s. 6d.) is one of Miss Phœbe Atwood Taylor's crime-stories in which that Cape Cod character, Asey Mayo, takes a lively part. I suppose that to anyone who knows the bleak but fascinating part of the eastern seaboard as well as Miss Taylor, there seems nothing exotic about it, but to English readers its customs, its preoccupation with local history, and its fabulous Christian names must always have a slight Kubla Khan glow about them. In this case they do nothing to cloud the outlines of a good murder mystery and some ingenious reasoning.

DUENNA TO A MURDER (Methuen. 8s. 6d.) introduces a delightful new character in the shape of a soft-spoken knife-thrower (the legitimate kind who practise at fairs), and who is tattooed all over. It was a disappointment to me, in fact, that Mr. Rufus King made so little use of this splendid fellow in his creditably creepy tale, but it might be said that there were suspicion and thrills and chills in plenty, and that any more morbid flourishes would be sheer greed. The setting, by the way, is South Carolina, and the protagonists some of its Best People, at least in the fictional sense.

ON ANTARCTIC ISLES

Two New Volumes About the Far South

The year 1947 witnessed the start of a new period of activity in Antarctic exploration, with Britain, Australia, the United States, Argentina and Chile all organising expeditions in the far south. America's expedition under Admiral Byrd produced some spectacular geographical discoveries, but perhaps the expedition which captured popular imagination most of all was that of the Australians under Group Captain Stuart Campbell, who, in the L S T 3501, battled through mountainous seas to Heard Island, in the far south of the Indian Ocean, and there landed stores, hoisted the Australian flag and set up a wireless station, a meteorological station and a post-office. Heard Island, once the haunt of sealers, lies 2,400 miles from Fremantle, midway between the northern limit of the drift-ice and the northern limit of the pack-ice, and was last visited between the years 1929 and 1931 by the British, Australian and New Zealand Antarctic Expedition led by Sir Douglas Mawson, the veteran Australian explorer. This latest expedition came with intent to stay, the first party of fourteen remaining on the island fourteen months until relieved by another party, also charged with the task of running the weather and scientific research station. In FOURTEEN MEN (Allen and Unwin. 15s.), Arthur Scholes, a radio operator and one of the original party, tells the story of his sojourn on Heard Island amid the sea elephants, the penguins and other creatures of the Antarctic wastes, in a world of ice and snow and blizzards and hurricanes, in which huts shuddered and strained at the guy wires as the gusts swept past, and all hands were likely to be called out on emergency jobs at all hours of the day and night. Without entering too deeply into the scientific side of the work and with a keen sense of the adventure and the comradeship of it all, Mr. Scholes has produced a most readable narrative, a preview of which, it may be remembered, was given readers of THE SPHERE when one of Mr. Scholes's articles on Heard Island was reproduced in our issue of April 2, 1949. It is a grand story, with something indeed of the *Kon-Tiki* touch, and in the final chapter on the hour of relief, when H.M.A.S. *Labuan* rounded Rogers Head, the author conveys the overwhelming nature of the moment for all concerned. "I felt as excited as I had never been before," he declared, adding with delightful naïvety, "Love was never like that."

An even smaller Antarctic expedition, but a rather less remote island, is the subject of another fascinating volume published this week. In ANTARCTIC ISLE (Collins. 25s.), Niall Rankin, who has toured the bays and islets of South Georgia in his 42-ft. motor yacht, has written an account of the wild life he encountered. He describes in detail the habits of the monstrous elephant seals, and whereas Mr. Scholes in his book dwells briefly on the obscenity of their appearance, Colonel Rankin leaves practically nothing unsaid as regards their unattractive ways, their wholly revolting noises, and their unspeakable mode of life generally. If they are the vulgarians of the Antarctic, the wandering albatross are the aristocrats. The author is no less detailed in his account of these great sea birds, the mighty ocean fliers with a wing-span of 10 or 12 ft. which have their being among the wildest seas of the world and in the zone of the fiercest winds. He has watched them on the wing and in their breeding haunts in South Georgia's Undine Valley and in the Bay of Isles. Several chapters are devoted to the ever-delightful penguins, and also to whaling, the industry which put South Georgia on the map. Colonel Rankin matches his observation with a high standard of photography, and in this latest volume are indeed some of the finest nature photographs which have ever come out of the Antarctic.

That most prolific of writers, Bernard Newman, whose enquiring mind has led him to so many lands, now presents his estimate of modern Turkey, the between-the-wars dictatorship which is now turning its back on authoritarianism in favour of democracy. In TURKISH CROSSROADS (Robert Hale. 18s.), he shows this friendly, virile people as he sees them, and he leaves us in no doubt that Turkey is by far the most stable country in the Middle East.

By contrast to swift-changing Turkey, here is a picture of a self-reliant people who have so far preferred not to change. In AFRICAN MORNING (Chatto and Windus. 15s.) Mr. R. O. Hennings, who has been a District Officer in the Lake Baringo region of Kenya, tells of the half-million or so Nandi speakers, the descendants of the tall herdsmen of the Upper Nile and the slender Hamitic nomads, both essentially cattle people and refreshingly simple in their ways. Mr. Hennings writes with a sympathy born of deep understanding, and he expresses the hope that these friendly tribes will be given a chance to prove themselves the exception to the general rule, and that progress for them may not mean tribal disintegration.

A welcome reprint is F Spencer Chapman's MEMOIRS OF A MOUNTAINEER (Chatto and Windus. 16s.), a volume formed from the author's *Helvellyn to Himalaya* (published in 1940) and *Lhasa: The Holy City* published in 1938). Both books have been unobtainable for some years.

Two volumes for the fisherman are Norman McCaskie's FISHING, MY LIFE'S HOBBY (Falcon Press. 15s.), and THE ELEMENTS OF FLY FISHING FOR TROUT AND GRAYLING, by H. W. Moss (Faber. 9s. 6d.).

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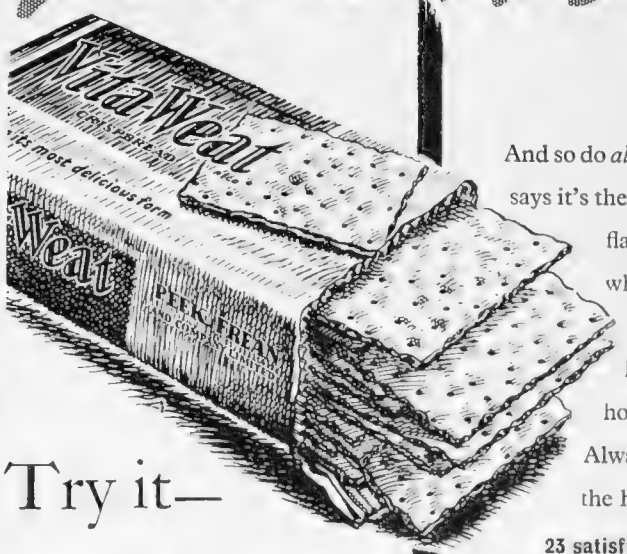

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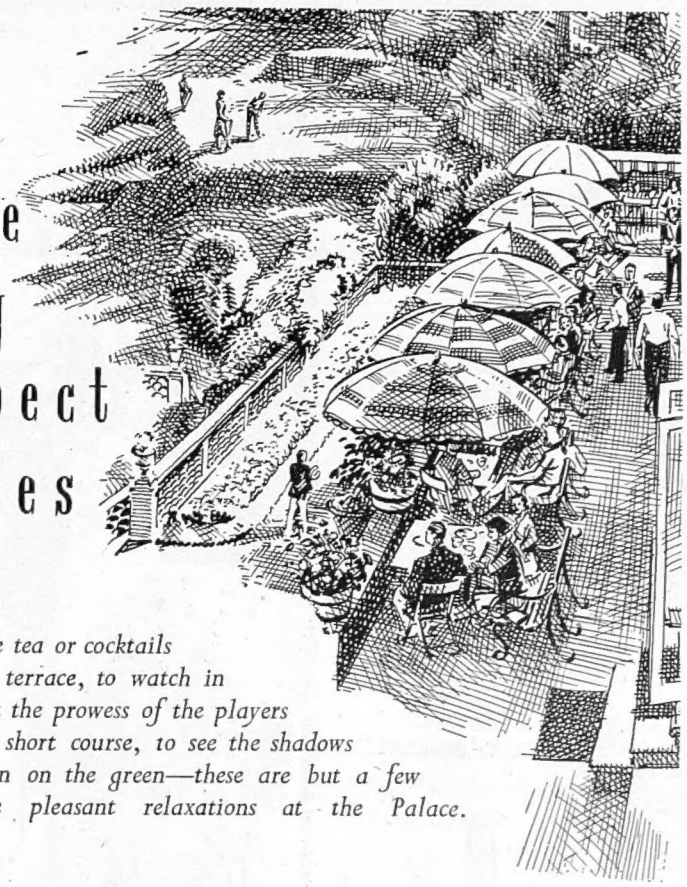

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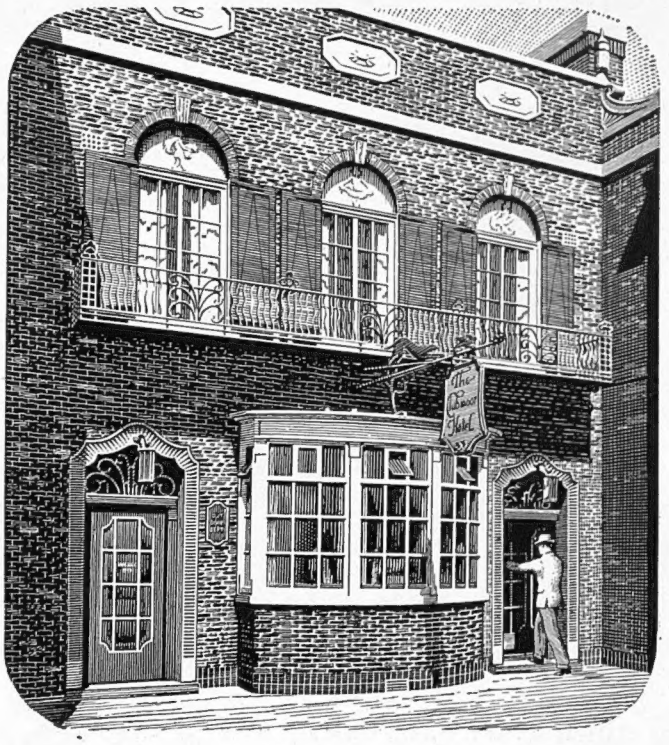

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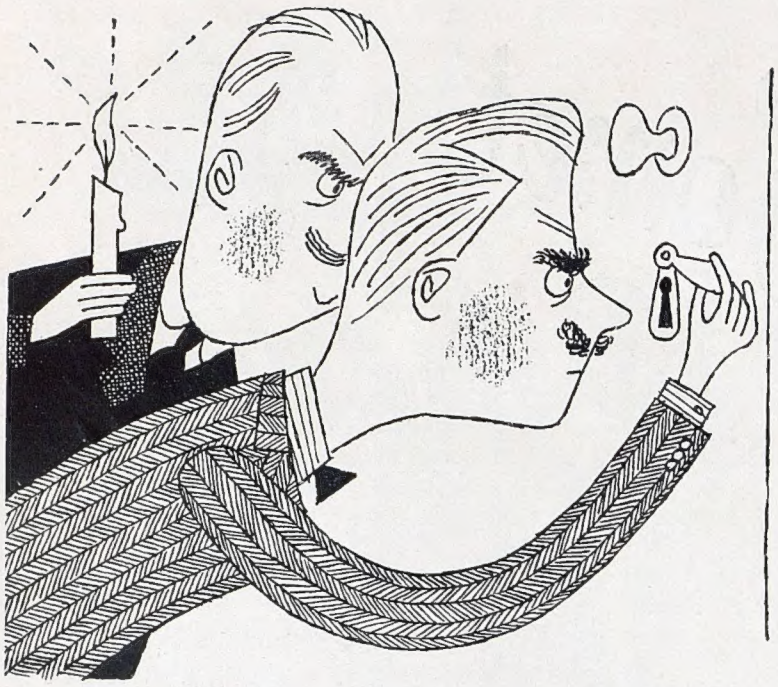

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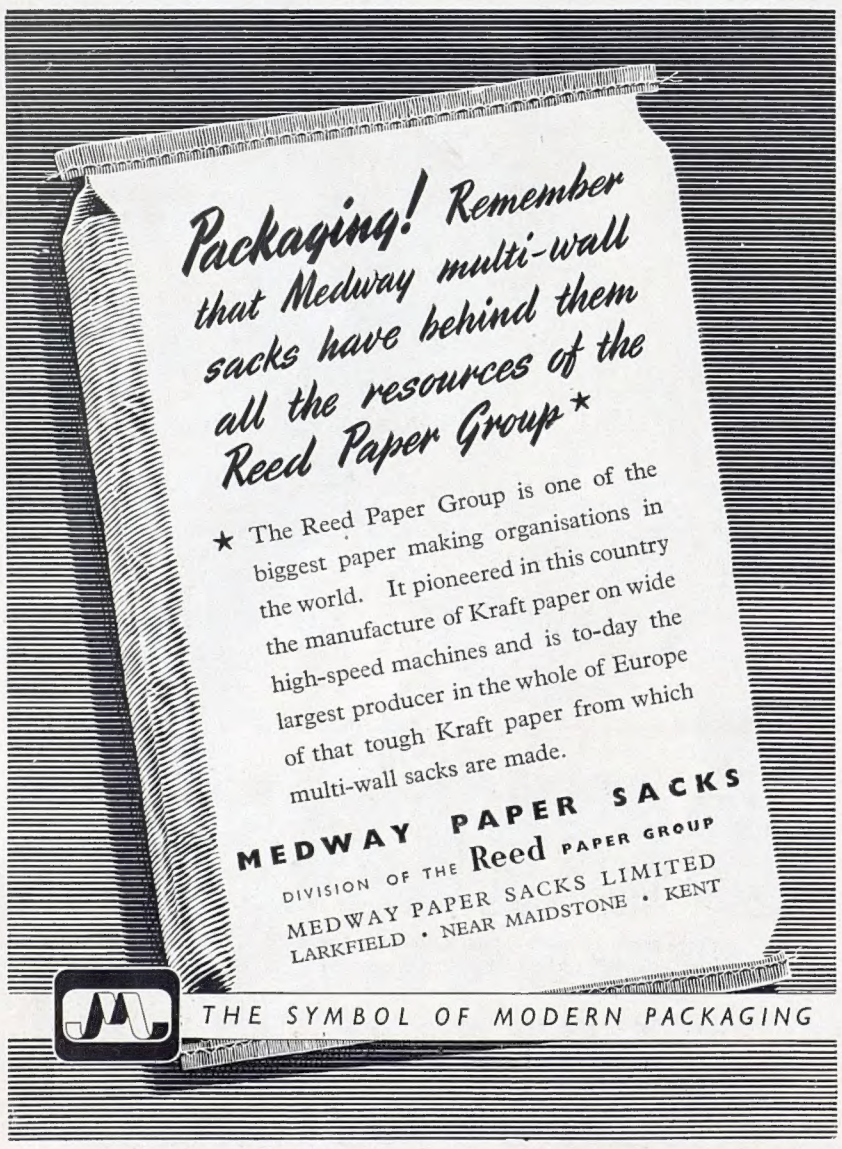

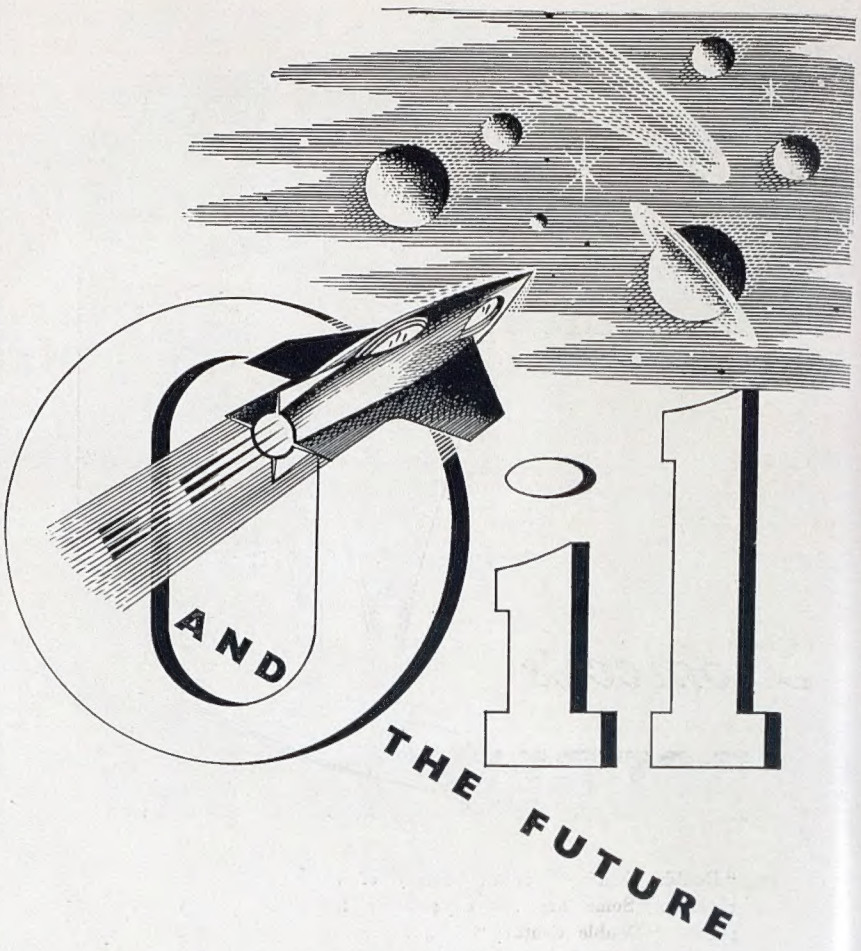

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